REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,537.—New Series. BOMBAY :—SATURDAY, APRIL 5, 1873. Subscription in Advance { For a Year .....Rs. 42 / For Six Months..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

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First insertion	Rs. 5 0
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line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
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Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ARABIA, 1,080 Tons, 200 H.P., Commander J. Lang, will be despatched on SATURDAY, the 5th April 1873, at 4 P.M.

April 1873.		April 1873.
Leave BOMBAY 5	Leave Tuticorin	13
,, Ratnagherry 6	,, Colombo	14
,, Vingorla 6	,, Galle	15
,, Carwar 7	,, Nesapatam	18
,, Mangalore 8	,, Madras	20
,, Cannanore 9	,, Coconada	22
,, Tellicherry 9	,, Vizagapatam	23
,, Badagherry 9	,, Bimlipatam	23
,, Calicut 10	,, Gopaulpore	24
,, Beypore 10	,, False Point	25
,, Cochin 11	Arrive CALCUTTA	27
,, Allepny 11		

The British India Steam Navigation Company's Steamers call at Goa regularly.

This route is the most expeditious and economical for Passengers for the Neighberry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, PAO, MAHOMERAH, and BUSSORAH.

The s.s INDIA, 1,039 Tons, 200 H.P., Commander R. L. Turner, will be despatched on FRIDAY, the 11th April 1873, at 2 P.M.

April 1873.		April 1873.
Leave BOMBAY 11	Leave BUSREH	30
,, Kurrachee 15	,, Fao	30
,, Guadur 16	,, Bushire	May 2
,, Muscat 18	,, Bushire	7
,, Bunder Abbas 20	,, Linga	7
,, Linga 22	,, Bunder Abbas	9
,, Bahrein 24	,, Muscat	11
,, Kuweit 24	,, Guadur	13
,, Fao 26	,, Kurrachee	16
Arrive BUSREH 27	Arrive BOMBAY	19

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY, commencing from the 27th September 1872.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander R. Hendasson, will be despatched on FRIDAY, the 18th April 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LIVERPOOL DIRECT, VIA SUEZ CANAL.

TO SAIL ABOUT THE 15TH PROXIMO.

THE fine new Screw Steamer RAVENSWORTH CASTLE, 1,986 Register, Captain W. Sergent, has excellent accommodation for first-class Passengers only. The Saloon and Cabins are on the Quarter Deck; they are efficiently ventilated and well adapted for Families, the Steamer having been specially built for the East India Trade. She carries a Stewardess, and a Surgeon.

Wines, &c., will be supplied on board at moderate prices.

For Rates of Passage, Plan, &c., apply to

KING, KING, & Co.,
6, Church Lane.

BLUE CROSS LINE.

TO LEAVE 10TH APRIL POSITIVELY.

THE fine new full-powered S.S. GRESHAM, 1,811 tons register, Captain E. G. Bulkeley, has very superior accommodation for First-class Passengers only. The Cabins are all on the upper deck with large sash windows, and there is a handsome dining saloon 60 feet in length. She carries a Surgeon and Stewardess.

Rates of Passage Money, exclusive of Wines and Beer, which can be had on board, of good quality and at reasonable rates.

TO LIVERPOOL..... Rs. 500

For Passage apply to

GRINDLAY, GROOM, & Co.

"WILSON" LINE.

LIVERPOOL VIA SUEZ CANAL.

TO LEAVE ABOUT 15TH APRIL.

THE S.S. YEDDO, 1,808 Tons Register, has superior accommodation (amidships) with Saloon on Upper Deck. She carries a SURGEON and STEWARDESS.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on Board,

TO LIVERPOOL.

First Class	Rs. 500
Second Class	,, 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.
W. NICOL & Co., Agents.

N. B.—To be followed by the HIDALGO and XANTHO.

STEAM COMMUNICATION WITH ITALY.
(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	
Suez	36	22	8	Without Wines.
Port Said	38	24	9	
Alexandria	32	25	9-10	
Messina	50	34	14	Including Wines.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	

Children under 3 years, free of charge.
Children not above 10 years, half rate.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.
PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Rates, Books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 8th November 1871.

HOMEWARD PASSAGE AGENCY.

KING, KING & Co.,
6, CHURCH LANE, BOMBAY,
EAST INDIA ARMY AND CIVIL SERVICE AGENTS,

ENGAGE PASSAGES by the P. & O. Co.'s and Canal Steamers, without charge for Commission.

Receive, Ship, and Insure BAGGAGE.

Grant DRAFTS on their London Houses at current Bank rates

Furnish Sovereigns and CIRCULAR NOTES.

Draw PAY to date of departure and settle FUND and OTHER ALLOWANCES.

LONDON.
HENRY S. KING & Co., 65 Cornhill, and 45 Pall Mall.

SOUTHAMPTON. LIVERPOOL.
KING, SEYMOUR & Co. KING, BAILLIE & Co.

CALCUTTA.
KING, HAMILTON & Co.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 7th April, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ELLORA, (1,727 tons, and 300 H.P.), Captain C. Fraser, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,
Superintendent.

Bombay, 24th March 1873.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 8th April, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. CATHAY, (2,983 tons and 550 H.P.,) Captain R. T. Dundas, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 5th April.

GEORGE F. HENRY, Superintendent.

STEAM TO KING GEORGE'S SOUND, MELBOURNE, AND SYDNEY.

On SATURDAY, the 5th April, at 3 P.M., from Mazagon.

THE Peninsular and Oriental Company's S. S. BARODA, 1,874 Tons and 400 H.P.,) Captain D. Rennolson, will be despatched as above, calling at Galle.

For Freight or Passage apply to

GEORGE F. HENRY,
Superintendent P. and O. Company.

3, Rampart Row, 3rd April 1873.

FOR LIVERPOOL.

VIA SUEZ CANAL.

(To be despatched hence about the 20th instant.)

THE Steam-ship WIMBLEDON, 957 nett registered tons, has very superior accommodation for First Class Passengers.

Rates of Passage are :—

FIRST CLASS TO LIVERPOOL, £50.

Exclusive of Wines, &c., which, however, can be procured on board. For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 3rd April 1873.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

AUSTRALIA	3,648 Tons	on 31st March.
KHEDIVE	3,742 ,,	on 14th April.
CEYLON	2,012 ,,	on 28th ,,
DECCAN	3,128 ,,	on 12th May.

FARE.

First Class	Rs. 460
Second Class	,, 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row, 27th February 1873.

NOTICE.—The STEAM FERRY now plying between BROACH and GOGO will on and after the 7th April next ply between SURAT and GOGO.

J. A. SHEPHERD.

33, Meadow Street, Bombay, 21st March 1873.

SALES BY AUCTION.

MEHRJEE, JOHNSTON & Co., No. 28, APOLLO STREET.

AUCTION SALE of Valuable Landed Ground at Gamdavee Road, behind one of the Bridges of B. B. & C. I. R. Company.

On WEDNESDAY, the 9th day of April 1873, Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, on the premises, without reserve, by order of the Executor of the Estate and Effects of Parsee Nusserwanjee Muncherjee Parloo (deceased) the following valuable pieces of vacant ground, viz. :

Lot No. 1.—A piece of vacant ground containing by admeasurement 632 8-9 square yards, be the same little more or less, bounded on the east by Government vacant ground, on the west by the passage of the cart, on the south by Gaumdavie Road, and on the north by Lot No. 2.

Lot No. 2.—A piece of vacant ground containing by admeasurement 501 1-9 square yards be the same little more or less, bounded on the east by the passage of the cart, on the west by Government property, on the south by the property of Kafoor Moorajee, and on the north by public road.

For further particulars and condition of sale apply to the undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 5th April 1872.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

SALE OF SEVERAL LOTS OF LAND AND HILLY GROUND AT SEWREE.

Under instructions from the Trustees to the Estate of Messrs. P. and D. F. Cama and Co., Messrs. CRAWFORD and Co. will submit to Public Auction, on the respective premises, the following lots of Land and Hilly Ground at Sewree, on TUESDAY next, the 8th day of April instant :—

Lot No. 1.—A piece of batty ground, situate at Bamnole Coltin, near Sewree, containing 2,240 square yards.

Lot No. 2.—A piece of batty ground, situate at Sewree, containing 809 square yards.

Lot No. 3.—Two pieces of ground, situate at Sewree, together containing about 3,477 square yards.

Lot No. 4.—A piece of ground, situate at Bamnole Coltin, near Sewree, containing 312 square yards.

Lot No. 5.—A piece of hilly ground at Sewree, 1,444 square yards.

Lot No. 6.—A piece of hilly ground at Sewree, called Rambeechee Bhat, containing 4,125 square yards.

Lot No. 7.—A piece of hilly ground at Sewree, called Tamrences Bhat, containing 3,515 square yards.

Lot No. 8.—A piece of ground situate at Sewree, containing batty fields and hilly grounds in 14 separate pieces, containing in all 8,570 square yards.

PAIR OF MAGNIFICENT WALERS.

(The Property of a Military Officer leaving Bombay.)

FOR SALE, the two well-known Bay Walers, CHARLES EDWARD and PRETENDER, 15 hands each, and 7 years old. These are incomparably well-matched, very showy, and perfectly docile, are driven with perfect ease in a light four-wheeled dogcart by a lady. Both are thoroughly broken-in chargers, and both carry a Lady. Can be seen at any given time at one hour's notice.

CRAWFORD & Co.

Bombay, 5th April 1873.

NEW ADVERTISEMENTS.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To be despatched hence about 10th May.)

THE Steam Ship STRATHCLYDE, 1,400 Nett Registered Tons, expressly built for the East India and China Trade. This fine Steamer has extensive First Class Passenger accommodation for an unusually superior description.

Rates of Passage are :—

FIRST CLASS TO LIVERPOOL	£50
SECOND ,, ,,	£30
FIRST ,, SUEZ	£30

Exclusive of Wines, &c., which however can be procured on board.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 4th April 1873.

GRANT ROAD THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

TO-NIGHT, SATURDAY, 5TH APRIL 1873.

First Night of the new play written expressly for the Club by Mr. Edulbee Jamsedjee Khory, founded on the well-known Arabian Nights' Tales of NOOROODEEN and his SON and the "SLEEPER AWAKENED," entitled,

BUDROODEEN AND ABU HASAN,

to be followed by the MUSICAL FAIRY EXTRAVAGANZA known all over Hindustan, and never yet attempted on the Bombay Stage, yclept

INDUR SABHA.

As no expense or pains have been spared to make this one of the most attractive Programmes of the Season, we trust they will receive the fullest support from the Public.

TICKETS to be had of Mr. COOVERJEE SORABJEE NAZIR, and at the GRANT ROAD THEATRE.

Performance commencing at 8.30 P.M. sharp.

NEW BANK OF BOMBAY (Limited).—NOTICE is hereby given, that the BANK, HER MAJESTY'S GENERAL TREASURY, and the PUBLIC DEBIT OFFICE, and GOVERNMENT SAVINGS BANK will be CLOSED on FRIDAY and SATURDAY, the 11th and 12th instant, on account of the EASTER HOLIDAYS.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 3rd April 1873.

ALUMINIUM WATCHES, £1 18s.; £1 10s.; £1 15s.; extra jewelled, £2 2s.

KEYLESS WATCHES, £1 10s.; £2 2s.; £3 3s., £4 4s. Gold Plaque, plated with Gold, £5 5s., £6 6s. Same as supplied by us to H. R. H. the Prince of Wales and the late Earl Mayo, Viceroy of India. ILLUSTRATED CATALOGUE of the Marvellous Machine-made Watches, specially adapted for use in India; also our Magazine of Cutlery, Clocks, Chains, Race Glasses, Surgical Appliances, and various useful articles for residents abroad, forwarded post free per next mail. Address for residents abroad, MILLIKEN & LAWLEY, 168, Strand, London. Conjuring Tricks and Magic Lanterns in great variety. If Catalogue of the 3rd is required please mention when ordering our Magazine.

NEW ADVERTISEMENTS.

THE BOMBAY CHESS CLUB.—MEMBERS are informed that the CLUB ROOM, in RAMPART ROW and MEADOW STREET, adjoining the Currency Office, is NOW OPEN.

4th April 1873.

MR. WILLIAM J. COEN, PROFESSIONAL BUILDER and GENERAL CONTRACTOR, ART METAL WORKER, &c., has OPENED a BRANCH OFFICE in APOLLO HOUSE, Fort, from THIS DATE, where all Orders will meet with immediate attention.

Office, Mazagon Road, Providence Art Metal Works, Byculla, 1st April 1873.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

Suit No. 1133 of 1869.

RAMCHUNDER JANARDHUN, of Bombay, Hindoo Inhabitant, residing in House No. 30, at Kalbadevee Road, in Bombay ; SUTTEEBHAMABAEE, widow of the late Janardhun Govindjee, also residing in the same house ; and NARAYEN JANARDHUN, GUJANUN MADHOWRAO, GOVINDRAO MADHOWRAO, and KHUNDERAO MADHOWRAO, and MARROBAI, the infant daughter of Janardhun Govindjee, also residing in the same house, all minors, under the age of sixteen years, by their next friend the said RAMCHUNDER JANARDHUN ; SOONDRABAI, widow of Madhowrao Janardhun, and his daughter MANKUBAEE, by her guardian *ad litem* the said Sundrabai, widow .....Plaintiffs.

vs.

BAPOOJEE EKNATH, GUNPUT EKNATH, PANDOORUNG EKNATH, and SOKAR EKNATH, MOTIBAI, the infant daughter of the late Eknath Govindjee, all of Bombay, Hindoo Inhabitants, residing in House No. 24, at Dady Sett's Agiary Lane, in Bombay, and VASUNTRAO LUXMON, DHAKUL LUXMON, and SEETABAE, widow of the late Luxmon Govindjee, all of Bombay, Hindoo Inhabitants, residing in House at Girgaum Road, in Bombay .....Defendants.

PURSUANT to the Decretal Order made in the above Suit, and bearing date the Seventeenth day of January, One Thousand Eight Hundred and Seventy, NOTICE is hereby given, that all persons claiming debts or liabilities affecting the Estate of the late GOVIND MADHOWJEE, of Bombay, Hindoo inhabitant, deceased, in the pleadings in this Suit mentioned, who resided at Agiare Lane, in Bombay, and died in Bombay in the year 1858, are hereby required to FILE such CLAIMS, in writing, in my Office, in the Court House, within one month from the date hereof, or in default thereof they will be precluded from any benefit under the said Decretal Order.—Dated this 2nd day of April 1873.

CHARLES E. FOX, Commissioner.

THE INDIAN TRAVELLERS' GUIDE FOR APRIL 1873.

PRICE—EIGHT ANNAS.

With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations on the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst Travellers, by all and otherwise, is a most effective medium for Advertisements.

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Map of India.
Table of Through Routes (and Fares) from Bombay to places in India and abroad.
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Lubbulpore Extension Railway.
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Austrian Lloyds.
Rubattino Steam Navigation Company.
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Scale of Fare for Shigrams, Buggies, &c., in Bombay.
Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Termini, and of the following

Agents :—

Bombay	Thacker, Vining & Co.; J. and W. Watson & Co.; Hormusjee Sorabjee, Bookseller; Hammond's Refreshment Rooms; Messrs. Cooper & Co.; Auckland Hotel; Byculla Hotel; and Messrs. Atmaram Sagoon & Co.
Allahabad	Kellner & Co.
Alexandria	D. Robertson & Co.
Bangalore	"Spectator" Office.
Calcutta	Wyman & Co.
Egutpoora	Railway Refreshment Rooms.
Kurrachee	"Sindian" Press.
London	G. Street, 30, Cornhill.
Madras	Higginbotham & Co., and "Madras Mail" Office.
Matheran	Chowk Hotel and Alexandra Hotel.
Ootacamund	"Observer" Office.
Poona	Treacher & Co.; D. S. Kemp & Co.; and Royal Family Hotel.
Umballa	Railway Refreshment Rooms.

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON IS ONE OF THE MOST EFFECTUAL PRESERVERS OF HEALTH

ever offered to the public. By its action in absorbing all impure gases in the stomach and bowels, it affords speedy relief in all cases of

ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c.,

and is invaluable in cases of, and is the best known preventative to, Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by

J. L. BRAGG, 2, Wigmore St., Cavendish Sq., London.

Agents for Bombay Presidency,
TREACHER & CO., LIMITED.

SPECIAL KIT

FOR

OVERLAND PASSENGERS AND TRAVELLERS

READY FOR IMMEDIATE USE.

	Rs. a.	Rs. a.		Rs. a.	Rs. a.		Rs. a.
Deck Suits		17 0	Rail Portmanteaux		12 8	Warm Gloves	2 4
Overland do.		27 0	or		to	Do. Mitts	1 12
Warm do.		35 0	Overland Trunks		28 0	Do. Mufflers	2 0
Overcoats or Inverness Capes		30 0 to 45 0	Best Solid Leather		52 0	Gent's Scarfs Knott, or for Pin	1 0 to 3 8
Sleeping Suits		6 8 to 17 8	Extra Size do.		75 0	Paper Collars	Doz. 1 0
Dressing Gowns		10 0 to 23 0	Black Hide Hand Bags		11 8 to 24 0	Linen do.	,, 6 0
Pyjamas	½ doz.	16 8	Cash Bags		6 12	Cotton Socks	,, 9 8
Oxford Shirts	,,	36 0	Courier Bags		6 8	Warm Merino	,, 15 8
White do.	,,	22 8	Money Belts		3 8		5 0
Best Printed	,,	22 8	Sovereign Boxes		4 0		to
Best Flannel	,,	49 0	Soiled Linen Bags		4 12	Cambric Handkerchiefs	18 0
Silk and Wool	,,	54 0	Sponge Bags		2 0		2 0
Under Vests	,,	14 0 to 31 0	Sponges (large)		3 8	Umbrellas with Covers	to
Do. Pants	,,	26 0 to 31 0	Hat Brushes		1 0		8 0
Towels	,,	4 12	Air Pillows		6 0	Overland Chairs, best Beech	to
Pillow Cases	Each	1 8	Travelling Pillows		2 0		15 8
Sheets	Per pair	9 8	Rug Straps		2 0		15 0
Cardigan Jackets		9 8	Lock Straps		5 0	Long Rugs, or Scotch Mauds	to
Bathing Drawers		2 0	Waterproof Coats		15 0		30 0
			Travelling Caps		3 8	Blankets	Each 11 8

ASQUITH AND COMPANY,

23 & 24, APOLLO STREET, BOMBAY.

MRS. JACOB HUNT,

MILLINER AND DRESSMAKER,

MEADOW STREET, BOMBAY, AND EAST STREET, POONA,

HAS MUCH PLEASURE IN ANNOUNCING

TO THE LADIES OF THE PRESIDENCY

THAT AN ENTIRELY

NEW AND VARIED ASSORTMENT OF MOST FASHIONABLE MILLINERY

IS NOW OPENED FOR THE SEASON IN BOTH HER ESTABLISHMENTS.

SPECIAL ATTENTION is paid to the selection of Mrs. JACOB HUNT'S MILLINERY at the leading Continental and London Houses, and Supplies being received by each successive Mail, she can thus ensure their being FRESH and of the LATEST FASHION.

LADIES' OWN MATERIAL MADE UP WITH MUCH CARE AND TASTE.

FIVE PER CENT. DISCOUNT ON MONTHLY SETTLEMENTS, AND TEN PER CENT. DISCOUNT FOR CASH PAYMENT.

SOUNDY, BRESLAUER & CO.,

MUSIC SALOONS,

ESTABLISHED, 1864.

PIANOFORTES FOR SALE OR HIRE.

Instruments tuned, repaired, or taken in exchange.

HARMONIUMS FROM THE BEST MAKERS.

MILITARY BAND INSTRUMENTS.

VIOLINS, GUITARS, BANJOS, VIOLINCELLOS, BASSES.

EVERY DESCRIPTION OF MUSICAL INSTRUMENTS.

NEW SHEET MUSIC.

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OLEOGRAPHS, CHROMO-LITHOGRAPHS, ENGRAVINGS.

THE LARGEST STOCK IN INDIAN TO SELECT FROM

PICTURES MOUNTED AND FRAMED TO ORDER IN EVERY STYLE.

PHOTOGRAPHS OF INDIAN SCENERY.

SACHE'S PHOTOGRAPHS are now admitted to be the best executed and the best chosen subjects in India, and the largest and cheapest yet produced.

Size 12 by 10—Price Rs. 1½ each.

MR. SACHE HAS JUST COMPLETED A

NEW SERIES OF BOMBAY VIEWS.

GUNS, RIFLES, AND REVOLVERS.

AS DIFFERENT MAKERS EXCEL IN SPECIAL CLASSES OF WEAPONS, WE DO NOT CONFINE OUR IMPORTATIONS TO ONE MANUFACTURER'S GOODS ONLY. WE ARE HOWEVER SOLE APPOINTED AGENTS FOR

LINCOLN JEFFERIES OF BIRMINGHAM; AND E. LEFAUCHEUX, PARIS.

LOCK STITCH SEWING MACHINES.

THE celebrated LITTLE WANZER, complete with all necessary fittings to work by hand without stand Rs. 60.

The same complete with Stand, to work by hand or foot, Rs. 75 nett cash.

WHEELER & WILSON NOISELESS SEWING MACHINE on stand with Cover to Machine, complete with all fittings, silver plated Rs. 125.

We are specially appointed Agents for these two kinds.

PATENT DOMESTIC FREEZING APPARATUS.

OR "CARRIES" PATENT ICE-MAKING MACHINES.

The only Genuine, as we are Sole appointed Agents for the Manufacturers.

BEING direct Importers and having no London agency charges to add, we are enabled to sell at a lower rate than any other house in India.

Large size to make 5 pounds of Ice, at each operation, with stove and everything complete.....Rs. 210
Smaller size to make 2½ pounds of Ice, complete.....Rs. 147

We have just received a Consignment of the larger size Machines of an IMPROVED KIND, the Boiler being made in one piece, without any join or seam whatever. This class of Machine cannot be had of any other Firm in India.

Nett Price complete as above.....Rs. 250.

*** This is the price usually charged by other Firms for the ordinary apparatus.

SOUNDY, BRESLAUER & CO.,

GENERAL IMPORTERS AND AGENTS,

BOMBAY.

NOTICES.

BURLINGTON HAIR DRESSING & SHAMPOOING SALOON IS NOW OPEN,

17, CHURCH GATE STREET,

NEXT TO Messrs. CARR BROTHERS.

31st December 1872.

SPRATT'S PATENT MEAT FIBRINE DOG CAKES,

Used in all the kennels of the Nobility and Gentry of England. They are recommended to gentlemen in India as the best food that Dogs can have ; they keep well in any climate, heat having no effect upon them. A better food for Dogs in a hot climate could not be imagined ; and in a notice of these Cakes in the *Field*, 3rd June, 1871, the Editor says—"We have not the slightest doubt but that Dogs of all kinds can be kept in good health and condition on these Cakes. If fed on these Cakes the life of the Dog would be much longer and certain than is now the case in hot climates."

Price Rs. 14 per cwt., securely packed in Boxes containing 1 cwt. each.

Agents, Messrs. WILLIAM WATSON & Co., 23, Apollo Street, Fort, Bombay, of whom all further particulars and testimonials can be obtained.

FAVRE, LEUBA, & Co.

JUST RECEIVED

A LARGE SUPPLY OF

CHRONOGRAPHS,

WELL ADAPTED

FOR

TRAINERS OF HORSES.

Rs. 30.

LAMPLOUGH'S EFFERVESCING PYRETIC SALINE.

IMPORTANT to all, more especially those who have the charge of others, to Travellers, English Ministers, British Consuls, and Europeans seeking to reside in safety in Tropical and Foreign Climates. During hot weather, summer and autumnal months, it is invaluable, for it invigorates the body, vitalises the blood, and thereby prevents and cures fevers, &c.

Her Majesty's representative, the Governor of Sierra Leone, in a letter of request for an additional supply of the Pyretic Saline, states—"It is of great value, and I shall rejoice to hear it is in the hands of all Europeans visiting the tropics."

SICKNESS, HEADACHE, & NAUSEA are in most cases immediately relieved by taking a tea-spoonful in a tumbler of cold water. This can be repeated once or twice in two hours if needful.

SEA VOYAGES.—It is a very valuable accompaniment, and should on no account be omitted. It instantly allays the sickness.

FOR BILIOUS CONSTITUTIONS, giving rise to vitiated secretions, indigestion, and eruptions on the skin, a tea-spoonful should be taken daily with the dinner in a tumbler of water, and the same quantity on going to bed.

May be obtained of the Proprietor, H. LAMPLOUGH, Consulting Chemist ; and of

Messrs. ALDRIDGE, SALMON, & Co., Bombay

Depot for the Trade only.

NOTICES.

ALLIANCE BRITISH and FOREIGN LIFE and FIRE ASSURANCE COMPANY.—The Undersigned are now prepared to accept ASSURANCES on FIRST CLASS LIVES on PARTICIPATING SCALE, entitling to Profits.

REMINGTON & Co.,
Agents, Bombay.

BOURNE AND SHEPHERD, PHOTOGRAPHERS,

No. 10, RAMPART ROW,

(Near the Esplanade Hotel.)

STUDIO FOR PORTRAITURE OPEN DAILY

FROM 9 A.M. TILL 4 P.M.

BOURNE AND SHEPHERD'S well known Photographs of Cashmere, the N. W. Provinces, Calcutta, the principal Hill Sanitaria, the Grand Snow Scenes of the Himalayas, the Neilgherries, Southern India, and Ceylon, always on view ; and, being all kept arranged in books, may easily be inspected.

Bourne and Shepherd also beg to intimate that a series of Views of Bombay, Poona, and Matheran have lately been added to their Collection.

COLOURING.

Orders for Colouring executed in the best manner, in Oil, Water Colour, or Crayons. Specimens can be seen at their Rooms.

Bombay, 2nd January 1872.

ADAMS'S PATENT C. F. BREECH-LOADING REVOLVERS, as exclusively adopted by H. M. War Department. Reports of Small Arms Articles from the *Times*, *Engineer*, *Daily Telegraph*, *Pall Mall Gazette*, &c., on competitive trials of this Revolver, with price lists, can be obtained on application to JOHN ADAMS, at the Factory and Depot, THE SOLE ADDRESS,

391, STRAND, LONDON, W. C.

Breech-loading Guns. Rifles, with all necessary Appurtenances

BENTON AND JOHNSON,

MANUFACTURERS OF

GOLD AND SILVER THREADS

Of every description, for the

INDIA AND CHINA MARKETS,

Imitation Gold and Silver Threads, Braids, Lametta Tassels, Laces, &c., &c., &c. Also all kinds of

MILITARY AND NAVAL ACCOUTREMENTS.

2 inch	Rich Gold Lace	15s. 0d. per yard.
1½ inch	,, ,,	12s. 0d. ,,
1¼ inch	,, ,,	10s. 0d. ,,
1 inch	,, ,,

COMMERCIAL INTELLIGENCE.

FRIDAY, 4TH APRIL 1873.

EXCHANGE on London opened in favour of sellers, and first class bills have been placed at lesser rates than those named in our yesterday's quotations. The telegraphic advices from London, although not specially showing a favourable return in the Bank of England's position, do not point to any immediate rise in the rate of discount, and we give our quotations to-ay with a slight downward tendency.

Government Paper remains firm at our quotations.

Bank Bills, 6 months' sight.....1s. 11⅞d. to 1s. 11 7/16d.
Credit Bills, do. .....1s. 11¾d. to 1s. 11 11/16d.
Documents, do. .....1s. 11⅞d.
Bank Bills, 3 months' sight .....1s. 11¾d.
Credit. do. .....1s. 11 7/16d.
Documents, do. .....1s. 11⅞d.
Bank Bills, demand .....1s. 10 15/16d.

On Calcutta Bank Bills, 60 days' sight. 99⅞
Do. demand..... 100 3/16

On Madras, 30 days' sight .....99½ nominal.
Do. demand..... 100

On China House Bills, 60 days' sight. 225 to 225½

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 116⅞
Four & half per cent. ... ...104 to 104½
Four per cent. 102½
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1865-67 ... ...103½
15 years' Debenture Loans 109½
10 years' do. do. 105
5 years do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate ...112
New French Loan 5 per cent. fully paid up of 1871 and 1872.....92
New French Loan Instalment paper of 1872... ...94
Paris Municipal Loan (Debenture Rs. 117) per Bond.....115.

Rates of discount at New Bank of Bombay—
Loans on Government Paper on demand ..... 4½ per cent.
Fixed Loans on do. to 3 months' ..... 5½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. on Merchandise ..... 7½ ,,
Cash Credit do. to 3 months' ..... 6½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. do. ..... 7½ ,,
Bank Bills ..... 6½ ,,
Mercantile Paper ..... 8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-9-6 to 10-9
Carolus 290
Mexican Dollars 222
Five-France Pieces 221½
Bar Silver... ... ... 107¾
Gold Leaf 16-12
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch ... ... 16-13-6 to 16-14

FREIGHT REPORT.

FRIDAY EVENING.

FREIGHTS.—By Canal, Steamers to Liverpool are steady at £2-17-5 for quick shipment, £2-18-9 for a week's time. By "Sail" rates are firm at £2-12-6. The "Athena" has been chartered to-day to load for New York.

London ... {Cotton ..... / Cases ..... / Seeds ..... } No ships.
Liverpool {Iron Ships Cotton ..... £2 12s. 6d. to £2 15s. 0d. p.t.,nl / Wooden Ships ,, ... £2 12s. 6d. p.t.nl / Myrabollams ..... £1 15s. 0d. / Coir bdle..... £0 12s. 0d. / Seeds ..... £2 7s. 6d. nominal.
Havre ... {Cotton..... / Coffee ..... } £2 17s. 6d.
Overland Steamers—
Venice £3
Trieste ..... £3 2s. 6d.
Liverpool £3
Havre..... £3 5s.
Liverpool via Suez Canal ..... £2 17s. 6d. to £2 18s. 6d.
China ... {Steamer Cotton ..... Rs. 8 per bale. / ,, Opium ..... Rs. 25 to 30 per chest. / Sailing Ships ..... Rs. 6 per bale nominal.
Calcutta ...Salt ..... Rs. 5 per ton.
Calcutta to Bombay..... {s.s. Rs. 19 p. ton.; ship Rs. 18 p. ton and Calcutta Port charges.
Mauritius ..... Nothing doing.

SALES AND PURCHASES.

PIECE GOODS.

The market continues very quiet, and prices, if anything, are weaker. First holders are still averse to consent to a reduction in rates, and are only effecting trifling sales at previous values. The following sales are reported to have been made by European firms yesterday.

3,000 pieces Grey Jaconets 40 in. 21 yds. 2¼ lbs. at Rs. 1 12 6
1,000 ,, Blue Or. & W.P. 24 ,, 28 ,, at ,, 4 4 0
250 ,, T. Red Cambrics 24 ,, 28 ,, at ,, 4 15 0
1,000 ,, White Mulls B. E. 44 ,, 20 ,, at ,, 2 8 6
3,000 ,, Gowns 40 ,, 10 ,, at ,, 1 12 0
300 pairs White Dhoties 45 ,, 10 ,, at ,, 2 5 0
300 ,, ,, 50 ,, 10½ ,, at ,, 2 1 6

COTTON.

The market closed quiet but steady. The following are our closing quotations :—

New Oomrawuttee (Ready) .....at Rs. 210 to Rs. 212
,, Akola ,, ...at ,, 218 to ,, 220
,, Broach M. G. ,, ...at ,, 235 to ,, 240
,, Hingunghaut ,, ...at ,, 242 to ,, 243
,, Dhollera (May deliver)/ .....at ,, 216

The undermentioned purchases are reported to have been made by European firms yesterday :—

25 candies New Mowa Ready...at Rs. 220
100 ,, ,, Bhownuggur ,, ...at ,, 218
25 ,, ,, ,, ...at ,, 216
500 ,, ,, Dholl'ra 1 month.....at ,, 216
100 ,, ,, Broach M.G. 15 days .....at ,, 245
50 ,, ,, ,, Ready...at ,, 246
25 ,, ,, ,, ...at ,, 246
75 ,, ,, ,, ...at ,, 245-46
100 ,, ,, ,, ...at ,, 246½
75 ,, ,, Veraval .....at ,, 199-91
25 ,, ,, Cutch .....at ,, 209
100 ,, ,, Hingunghaut .....at ,, 243
50 ,, ,, Fair pore .....at ,, 243½
25 ,, ,, ,, ...at ,, 243
125 ,, ,, Julgaum .....at ,, 209
25 ,, ,, Akola F.P.B. Ready...at ,, 224
25 ,, ,, Jodia .....at ,, 198

BOMBAY BILL AND STOCK LIST.

FRIDAY AFTERNOON.

MARKET for Spinning shares closed advancing; Bank of Bombay shares quiet; Land and Press shares unchanged.

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, Week ending 29th March 1873.

Open 1,266½ Miles.	Rs. a. p.
Coaching	96,764 11 6
Merchandize	4,21,752 5 0
Electric Telegraph	820 9 0
Municipal Trains, &c.....	612 8 0
Total Rs.....	5,19,350 1 9
Corresponding week last year, open 1,266½ miles..... Total Rs	3,00,199 14 1
Increase Rs.....	2,19,150 3 8

CALCUTTA.—31ST MARCH.

The following transactions were reported :—
In Government Securities :—
4 per cents. at Rs. 103, and small sums at Rs. 102-2 to 102-4.
4½ per cents. of 1872, at Rs. 104.
5½ per cents. at Rs. 110-2.

SHIPPING.

ARRIVALS.

April	Vessel.	Commander.	From.
4	Waterloo	O'Hallard ..	Calcutta, Feb. 22.
	Granite City	Ellis	Calcutta, Feb. 24.
	Ruby	Gray	Newcastle, Nov. 11.
	Pehlvan (s).....	Gunzelar	Goa, April 2.
	Phlox (s)	Baker	Carwar, April 2.
	Ruston (s)	Pead	Cutch, April 2.

DEPARTURES.

April	Vessel.	Commander.	Destination.
4	Korrachee (s)	Henderson ...	Kurrachee.
	Lesjiet	Fylpos	Kurrachee.

The following vessels obtained their port clearances yesterday :—
Steamer Baroda, Reynoldson, to Australia.
Ship Royal Alexandra, Browning, to Liverpool.
Barque Ville du Temple, Tyson, to Calcutta.
Barque Pembroke-hire, Wilkinson, to Madras.
Schooner Mahr, Nacoda, to Cochin and Colombo.

The following vessels were entered out for loading yesterday :—
Steamer Phlox, to Coast and Carwar.
Steamer Ruston, Coast and Carwar.
Ship Bride of Lorne, to Liverpool.

MADRAS.

April ARRIVAL.
1 China (s) .... Calcutta.
April DEPARTURE.
1 China (s) .... Suez.

ADEN.

ARRIVALS.

Mar. 19 William Cory, ss, Croxon, from Cardiff.
19 Cathay, ss, Dundas, from Suez, with mail.
19 Dupleix, ss, Baron, from Mauritius.
19 Orissa, ss, Fantiman, from Suez.
20 Lorne, ss, Butcher, from Suez, passed to Bombay.
20 Buckingham, ss, Butchart, from Cardiff.
20 Chanticleer, ship, Nacoda, from Calcutta.
20 Meikong, ss, Fowachs, from Shanghai.
21 Lady Clare, ss, Danby, from Bombay.
22 Abydos, ss, Cumming, from Mangalore.
22 Kwang ung, ss, Elton, from Perino.
23 Caves, ship, Cochrane, from Tyne.
23 Relf, ss, Arbon, from Akyab.
24 Punjab, ss, Hansard, from Zanzibar.
24 Peshawur, ss, White from Bombay, with mail.
24 Fenella, ss, Williams, from Calcutta.
25 Prince Charley, ss, Linskill, from Liverpool.
25 Frigs, ship, Crawford, from Liverpool.

DEPARTURES.

Mar. 19 Cathay, ss, Dundas, to Bombay.
19 Kwangtung, ss, Elton, to Perino.
20 Orissa, ps, Fantiman, to Calcutta.
21 Meikong ss, Fowachs, to Mare illes.
21 Buckingham, ss, Butchart, to Zanzibar.
21 Lady Clare, ss, Danby, to Trieste.
22 Abydos, ss, Cumming, to London.
24 Akola, ss, Hunter, to Cochin.
24 Relf, ss, Arbon, to Malta.
26 William Cory, ss, Croxon, to Jedda.
26 Fenella, ss, Williams, to Gemoa.
26 Peshawur, ss, White, to Southampton.

VESSELS IN HARBOUR.

Feb. 16 Dudley, bg, Nacoda, from Masoala.
Mar. 1 Fathool Bibi, ship Nacoda, from Singapore.
7 Edward D. Jewett, ship, Betts, from Swansea, bound to Rangoon.
9 Malacal Bahar, ship, Nacoda, from Chittagong.
13 Western Star, ship, Nacoda, from Calcutta, bound to Jedda.
14 Becherdas Ambaidas, ship, Metcalf, from Liverpool, bound to Rangoon.
20 Chanticleer, ship, Nacoda, from Calcutta, bound to Jedda.
22 Kwangtung, ss, Elton, from Perino.
23 Caves, ship, Cochrane, from Tyne.
24 Punjaub, ss, Hansard, from Zanzibar, bound to Zanzibar.
25 Prince Charley, ss, Linskill, from Liverpool.
25 Frigs, ship, Crawford, from Liverpool.

STEAMERS LOADING IN ENGLAND FOR THE EAST *via* THE SUEZ CANAL.

NAMES.	TONS.	DESTINATION.	TO SAIL.
Abbotsford	1035	Kurrachee	Mar. 17
Dhoolia	—	Colombo	Mar. 20
Bokhara	2723	Calcutta.....	Mar. 20
Yorkshire.....	2273	Calcutta	Mar. 20
Vibilia	1947	.....	Mar. 20
Strathclyde	1951	Bombay.....	Mar. 25
Indus	3478	Calcutta.....	Mar. 27
Lord Elphinstone	—	Penang	Mar. 31
Mongolia	2798	Calcutta.....	April 10

DAILY IMPORTS.—4TH APRIL.

FROM LONDON.

Yeddo, s, 92 cases sulphuric acid, S J de Souza; 49 case old tom, H D Fisher & Co; 150 casks beer, M and E Bazonjee; 25 cases sherry, C A Ross & Co; 250 casks beer, D Sorabjee & Co.
Violet, s, 20 drums linseed oil and 20 drums turpentine, H F Soares.
Kingdom O'Fife, 5 casks fuse, A Abdoolally.
Conflict, 5 cases perfumery, Payne & Co.
Roodee, 10 cases champagne and 10 cases marsala, Payne & Co.
Robinson Crusoe, 28 cases claret, Payne & Co.
Sir John Lawrence, 5 cases sherry, Payne & Co.

FROM GENOA.

Persia, s, 100 boxes brandy, N Ardaseer & Sons.
Asia, s, 25 cases olive oil, R Martin & Co.

DAILY EXPORTS.—4TH APRIL.

FOR LIVERPOOL.

Ambrose, 100 bales cotton, G Sigg & Co; 101 bales wool, N Khataw; 500 bales cotton, W Nicol & Co; 500 bales cotton, Gaddum & Co.
Hannah Law, 209 bales cotton, S Hobart & Co; 54 bales cotton, D Chutcmull; 80 bales cotton, E Latham and Co; 80 bales cotton, L Girdhar; 30 bales cotton, P Bhanjee.
Atholl, s, 105 bales cotton, Knoop & Co; 50 bales cotton, J C Bushby & Co; 100 bales cotton, K Hurridass & Co; 58 bales cotton, S Shapoorjee.
Gresham, s, 52 bales wool, T Enderjee; 97 bales cotton, The London A and A Co; 130 bales cotton, V Poonsey & Co; 95 bales cotton, Lawrence & Co; 20 bales cotton, J Cursondass.
Cingalese, s, 59 bales cotton, S Hobart & Co.
Phaeton, 110 bales wool, D Ruttonsey.
Ravensworth Castle, s, 143 bales cotton, The London A and A Co; 100 bales cotton, M Permanund; 105 bales wool, J D Varia; 20 bales hemp, J Goculdass; 6 bundles hides, H M H DeLastic.
Thunderbolt, 154 bales cotton, John Campbell & Co.
Bengalese, s, 300 bales cotton, G Tippett & Co; 200 bales cott n, S Hobart & Co; 153 bales cotton, Wallace and Co; 100 bales cotton, G Khutsee & Co.
Yeddo, s. 57 bales hemp, N Furdoonjee Divecha; 50 bales wool, J Varia; 57 bales wool, S Godomull; 61 bales cotton, H Vurjevundass; 125 bales cotton, A T Easabhoy; 300 bundles myrabellams, V Monjee; 58 bales cotton, N Purseturndass & Co; 31 bales wool, G H Currimbhoy.
Khedive, s, 500 bales cotton, W Nicol & Co; 28 bales cotton, Paul Parsels & Co; 200 bales cotton, Knoop & Co.
Clara, s, 240 cwts horns, D Mohomed; 162 bales cotton, N Soorchund; 150 bales cotton, F Scott & Co; 78 bales hemp rope, S S Narreiwala.

FOR LONDON.

Ellora, s, 2 cases shawls, Sir C Forbes & Co.
Khedive, s, 10 cases aniseed and 10 boxes vermillion, C Ebram; 138 pieces E teeth, D Ruttonsey.

FOR HAVRE.

Jane Law, 150 bales cotton, W Nicol & Co.

FOR TRIESTE.

Memfi, s, 25 bales hemp, N Furdoonjee Divecha.

FOR FALMOUTH.

Undaunted, 200 bales cotton, Gaddum & Co.

FOR HONGKONG.

Cathay, s, 62 bundles sharkfins, 52 bundles fishmaw, and 97 cwts sandalwood, M Dama; 50 bags coplatts, 36 bundles Samuda stones, and 32 bales cotton, S N Talatee; 32 bales cotton, J Peerbhoy; 105 bales cotton, D Cowasjee Tata; 15 chests opium, S and D Byramjee Futakia; 16 chests opium, S Nusserwanjee; 21 chests opium, R Khimjee & Co; 22 chests opium, N J Abraham; 100 chests opium, D Sassoon & Co; 42 packages olibanum, E F Momed; 40 bales twist, N Kessowjee & Co; 4 chests opium, T Gunnandass; 59 bales cotton, S Bhoyrab; 22 chests opium, D Cowasjee Tata; 10 chests opium, D Ramsook.
Cathay, s, 18 chests opium, T Setaram.

MILITARY.

ARRIVALS.—APRIL 3.

Wild, Lieutenant-Colonel, Royal Infantry, on leave, from Allahabad.
Taylor, Captain, Bengal Staff Corps, from leave, from England.
Baugh, Colonel, Commandant 9th Regiment N. I., on leave, from Ahmedabad.
Mignon, Major, Staff Corps, from leave, from England.
Chapman, Major, Staff Corps, on leave, from Ahmedabad.
Mercer, Sub-Lieutenant, 66th Regiment, to join, from England.
Renny, Sub-Lieutenant, 62nd Regiment, to join, from England.
MacIvor, Sub-Lieutenant, 3rd K. O Hussars, to join, from England.

MADRAS GOVERNMENT ORDERS.

(Fort St. George Gazette, April 1.)

Mr R J Melville, Ag Collr and Mag and Agent to the Govr of Fort St George in Vizagapatam, for eighteen months, to Europe.
Mr J W Reid, District and Sessions Judge of Tellicherry, special leave for six months, to proceed to Europe on urgent private affairs.
Lt-Col R M Macdonald, Inspr-Genr of Registration, privilege leave of absence for one month, Mr J G Ferrand, Registrar of Assurances of the Madras District, will perform the duties of the Inspector-General during the absence of Lieut-Col Macdonald on privilege leave or until further orders, without prejudice to his appointment of Registrar.
Mr George Duncan, Secy to the Commsr for the Uncovenanted Civil Service Examinations, for one year, to proceed to Europe on medical certificate.
The Right Hon the Governor in Council has been pleased to make the following appointments :—
Mr John Read Daniel, to act as Collr and Mag and Agent to the Govr of Fort St George in Vizagapatam during the employment of Mr C G Master on other duty or until further orders—to join after closing April sessions in Coimbatore.
Mr Jeremiah Garnett Horsfall, to act as Collr and Mag of Nellore during the absence of Mr Vans Agnew on privilege leave or until further orders.
Mr James William Best, to act as Sub-Collr and Joint Mag of Coimbatore during the absence of Mr A McC Webster on leave or until furthers orders, to join on expiration of privilege leave.
Mr John Cameron, to be Senior Asst to the Collr and Mag and Agent to the Govr of Fort St George in Ganjam.
Mr Thomas James Maltby, to be Asst to the Collr and Mag of Kurnool, and to act as Head Asst in that District during the employment of Mr Stuart on other duty or until further orders.
Mr George Bickle, Principal of the Government Normal School Madras, to act also as Secretary to the Commissioner of the Uncovenanted Civil Service Examinations during the absence of Mr G. Duncan on leave, or until further orders.
The Right Hon the Govr in Council is pleased to confirm the appointment made by the Hon the Acting Chief Justice of the High Court of Judicature, of Mr Herbert Wigram to be Registrar of the High Court on the Appellate Side, in succession to Mr P P Hutchins.
Maj Henry Daniel Cloete, Supt of Police, 1st grade, Nellore, to be Depy Inspr-Genl of Police, Central Range.
Capt Andrew Balmer, Supt of Police, 1st grade, Coimbatore, to act as Depy Inspr-Genl of Police, Southern Range, during the absence of Lt-Col W O Swanston on leave, or until further orders.
Capt George Chrystie, Asst Supt of Police, Cuddapah, to be Supt of Police, 2nd grade, in Nellore.
Capt Cosmo Gordon, Supt of Police, 1st grade, North Arcot, to be Supt of Police, 1st grade, in Trichinopoly.
Capt Henry William Holmes Cox, Supt of Police, 1st grade Cuddapah, to be Supt of Police, 1st grade, in North Arcot.
Capt John Picton Warlow, Supt of Police, 2nd grade, Salem, to be Supt of Police, 2nd grade, in Cuddapah.
Capt William Henry Hodges, Supt of Police, 2nd grade, Trichinopoly, to be Supt of Police, 2nd grade, in Salem.
Capt Walter Rawland, Mad Ify, to act as Supt of th Central Jail at Trichinopoly durin; the absence of Mr. Symond on privilege leave, or until further order.
The services of Asst Surg H E Dalgairns being no longer required on the Upper Godavery Works, are replaced at the disposal of the Military Dept from 1st April 1873.
Capt A R Edgcome, R E, Ev Engr fourth grade, to be Ex Engr third grade, vice Capt P Montgomerie appointed to officiate as Under Secretary to Government.
Mr G T Walch, Ex Engr, fourth grade, to be Ex Engr, third grade, vice Capt Ross Thomson, Offg as Depy Consulting Engr in the Railway Branch.
Capt Horatio Samuel Court, Asst Superintendent of Police Tanjore, to act as Supt of Police in Trichinopoly, during the absence of Capt Gordon on leave or until furthg orders.
Capt Frederick Kilgour, Asst Supt of Police South Arcot, to be Asst Supt of Police in Cuddapah.
Mr Thomas Elward Thomas, Asst Supt of Police, Malabar to be Asst Supt of Police, in South Arcot.
Lt R G Hodgson, Asst Supt of Police, Vizagapatam, to be Asst Supt of Police in Malabar and to act as Supt of Police Malabar during the absence of Maj Davies on leave or until further orders.
Capt Henry William Blair, Asst Supt of Police, Kurnool, to be Asst Supt of Police, Vizagapatam, but to continue to act as Supt of Police in Cuddapah during the absence of Capt Picton Warlow on leave, or until further orders.
Mr W J A Sullivan, to be Asst Supt of Police in Kurnool.
Capt Charles James Troller Whitlock to act as Asst Supt of Police in Cuddapah during the absence of Capt Kilgour on leave or until further orders.
Capt St. George Caulfield, Asst Supt of Police, to act as Supt of Police in Coimbatore, during the employment of Capt Balmer on other duty, or until further orders.
Mr John Stuart Edwards Agincourt Boyd, to act as Asst Supt of Police in Coimbatore during the employment of Capt Caulfield on other duty, or until further orders.
Mr. A F Kenny, to act as Asst Supt of Police, Tanjore, during the employment of Capt Court on other duty, or until further orders.
Capt Charles Arkcell Porteous, to be Supt of Police, 1st grade.
Capt Thomas Key Guthrie, to act as Supt of Police, 1st grade, during the absence of Maj Frazer on leave, or until further orders.
Maj Robert Henry Cunliffe, to act as Supt of Police, 1st grade, during the employment of Capt Balmer on other duty, or until further orders.
Capt J R F Taylor, Asst Engr first grade, to be Ex Engr fourth grade, vice Lt F S Shepherd, R E, proceed to England on a tour of home duty.
Mr G D Wybrow, Asst Engr, second grade, to be Asst Engr, first grade, vice Lt J F Dorward, R E, promoted.
Mr C J Peters, Asst Engr, second grade, to be Asst Engr, first grade, vice Mr T D Harris promoted.
Mr J N Grainger, Asst Engr, second grade, to be Asst Engr, first grade, vice Capt R F Taylor promoted.
The following posting is ordered :—
Lt A E Dobson, R E, Asst Engr of the 2nd grade, to the Malabar District.

MILITARY DEPARTMENT.

The services of the undermentioned officers of the Royal Engineers are placed of the disposal of the Public Works Department.
Lt O Y Boddy, C B Henderson, F J Romilly, C B Wilkieson, and L Langley.
With reference to P W Dept Notification of this date, the services Asst Surg A E Dalgairnes are replaced at the disposal of H E the C-in-C from the 1st April 1873.
Maj Genl G Inellsmanse, C B, of the Indy, is permitted at his own request to resign the command of the Hyderabad Subsidiary Force from the 27th April 1872.
The undermentioned officers are permitted to proceed to Europe :—
Lt-Col R G Lewis, of the S C, Wing Officer 28th Regt N I, on furlough on private affairs for two years.
Capt C A Sim, of the Royal (Madras) Engrs, Ex Engr, Kobat Division, Punjab, on furlough on private affairs, for six months.
Capt H J Caldwell, of H.M.'s 45th Foot, Asst Adjt Genl for Musketry, on furlough on medical certificate, for eight months.

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G. W. TERRY,
Member of Committee and Honorary Secretary.

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G. W. TERRY,
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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATH.

CLEMENT—March 13th, at Bryanston Street, Portman Square, the wife of Major Clements, Bombay Staff Corps.

OTHER PRESIDENCIES.

BIRTHS.

JACKSON—March 26th, at Lucknow, the wife of George T. Jackson, Esq., of a daughter.

DEATHS.

DAY—March 31st, at Coonoor, Emily, the wife of Surgeon Major Francis Day.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

SATURDAY, APRIL 5, 1873.

SELFISHNESS has had a great triumph, and the income-tax is dead. We do not wish to renew the old controversy over its grave. The Indian Government has been long desirous to check the increasing taxation of the country, and the articulate few clamouring loudly to be relieved at the expense of the multitude have as usual been heard. In England, where the landed classes are uppermost, the land escapes comparatively free, and a land-tax is almost unknown. Here, where the land is in the hands of cultivators, struggling hard to get a scanty living, the land is doomed to bear, not only the burden of governing rural communities, but to provide police, roads, and education for the wealthy traders of the towns, who are to escape scot-free. That an income-tax is unpopular and therefore an inexpedient form of taxation, we are prepared to admit, but at the same time we conscientiously believe there is not a country where it is so excusable as in India. There is no other method of taxing the wealthy classes who can best bear taxation, and who profit most by the benefits accruing from a showy government which the taxation provides. We believe, too, that in no European country is a man's income more accurately known by his neighbours, and we are sure that in this Presidency it is recognized by all but a few noisy agitators, led by the Europeans who think the favour they do India by residing here is cheaply purchased by her allowing them to be free of all taxation, as a just tax, and one, moreover, recognized by their native code of religion or law, and one that has been levied by all former rulers.
This writing is, it will be said, worse than useless, but we know that we are expressing the feeling of many thoughtful men when we say that Lord Northbrook, in his anxiety to rectify the mistakes of his predecessors, has not removed the burden which lies heaviest on the people. As we have said a hundred times, the income-tax, like all taxation, is in itself an evil, but it is for the statesman who wishes to lighten the fiscal burdens of a country to remove those first which are the most urgent in their incidence and injurious in their effects. Now, we have before pointed out that the tax which really answers best to this description is the tax on justice. Had Lord Northbrook lightened the scale of court fees which it is necessary for the suitor to pay, and which often really make justice only obtainable by the rich, and success or defeat often equally ruinous to a poor man; had he even devoted the superfluous income, the proceeds of the income-tax, to providing what is becoming a memory of the past in India, cheap and speedy justice; he would have conferred a real boon on the country. But the agitating vakeel class who fatten in the delays and expenses incidental to legal proceedings in this country, the wealthy sowcars who find the courts an engine for enforcing the payment of bonds taken from an ignorant and improvident persantry, and to whom any expense which they may be put to is a bagatelle compared with the extravagant interest they are able to extort, these and their representatives in the press have gained the day. It is idle now expostulating, however. The wealthy and educated have won the battle and thrown their burden apparently for always on the poor man's shoulders. The Bombay Government finds it apparently necessary to double the land tax. Necessity can be the only excuse for the enormous increase made in the newly re-surveyed districts. Justice is sold at a price prohibitory to all but the rich. We cannot even afford to pay subordinate judicial officers properly, yet the half million which might reform all the courts in India is made a present of to those who can best afford to pay it. It is notorious that we have no Court-houses; justice is administered in sheds, the executive officers of the Courts get such a pittance instead of proper salaries that if they are honest they may thank the Lord they are not as other men. The files of the courts are so overburdened with arrears of work that we know at least one Court where no case is fixed for hearing till nearly a year after the plaint is presented, yet rather than remedy these scandals an unworthy clutch after popularity is made by the Government by yielding to the most selfish and unreasonable outcry ever made by those who would adjust the burdens of the State by withdrawing their own shoulders from beneath them. We hope they are satisfied. But the lesson they have taught the increasing class of noisy agitators will not be forgotten. Government have yielded to the lot of vakeels and half-educated sham Anglicised natives who take upon themselves to represent the national voice. If these same agitators do not profit by the lesson and find out a bigger grievance to-morrow and call it worse names than ever they did the small one that has just been removed, they are a great deal simpler than we take them to be. An agitation is already on foot against increasing the land-tax, and if it grows, we think the promoters may plead that the class who pays it is one which is at least more in a position to receive charity than the income-tax payers who have had their dole.

THE accident at the Hydraulic Dock on Wednesday may well cause alarm to those who have to pay for that expensive toy. Even though the damage done to the pillars be not a tithe of £10,000, the accident nevertheless must have filled the minds of those who saw it with an uncomfortable conviction that for all serious practical purposes the Lift is nearly useless. Putting aside the feeling that it was a mistake of the Bombay Government to purchase such an expensive dock, we think that this accident has dragged to light the disagreeable fact—a fact which is not now for the first time alluded to—that our Public Works engineers have committed a huge blunder by placing it where it is. Certainly, it is sheltered under the lee of Hog Island and by the surrounding elevated lands, but it is erected at a place where the tides and currents are always swirling across its mouth with both strength and velocity. Ebb tide and flood meet among the pillars and threaten to destroy any ship that attempts to cross the bar of the dock, and, as happened on Wednesday, if the ship prove the stronger, the Lift itself must go to the wall. His Excellency the Governor must have seen this fact for himself. For a full hour he stood at the end of the Lift pier watching keenly the attempts of the French man-of-war to take the dock mouth, and he cannot but have remarked how helplessly she was twice drifted past the mark by the eddying waters. The final crash may have been due to the fact that the orders of Mr. Corke, who had charge of the steamer, were not properly understood or promptly acted upon in consequence of his being unable to deliver them in French; but we believe that if there is a Court of Inquiry, Mr. Corke, who probably knows more about our harbour than any other man in Bombay, will not make this a point of his defence. His defence, we believe, will be that the accident was an accident pure and simple, and was due not to any mistake on his part, but simply to the conflicting tidal currents and eddies which prevailed in the neighbourhood of the Lift, making steersmanship, however excellent, of no avail. These eddies, it seems, were running in a way which made the ship absolutely refuse to answer her helm, for while there was a rush of water through the dock itself which wrought upon her bows, her stern was influenced by quite a different current, the result of which was that very serious bows-on crash which was so nearly proving fatal to His Excellency the Governor and others. There was no sea on at the time, so that nothing but the eddies could be responsible for the way the Frenchman coquetted with the mouth of the Dock. We have been told, among the other plausibilities advanced on behalf of the Lift, that in case of any of our troopships or men-of-war being damaged by an enemy outside of Bombay Harbour, they could be taken into this Dock at once, and be out again and at the enemy in a very short time. Wednesday's accident throws discredit on this patriotic excuse. If this accident took place when the weather was perfectly calm, how much greater would be the probability of an accident to a ship if she were attempting to go into the dock when a bit of a sea happened to be on! And knowing that political events will transpire in rough weather as well as fair, the Indian taxpayer is almost justified in believing that our great Hydraulic Dock, the swallower up of half-a million sterling, is nothing but a summer toy, and even as that, a toy which it will be most expensive and dangerous to maintain. We say nothing against the principle of such docks; in certain places they may be admirable; but we mean that the representatives of the Bombay Government have committed a blunder which makes the dock nearly useless for rough and ready work all the year round by erecting it among unnavigable eddies and currents. It seems to us that in seeking a place for this Lift, our theoretic celestials, as the Public Works gentlemen may be called, might have consulted the Master Attendant's department with advantage. If Sir Philip Wodehouse has to report on this Hydraulic Lift to the Imperial Government, we can understand that his duty will be a disagreeable one; for Governors, any more than other right minded gentlemen, do not find pleasure in pointing out or even hinting at the blunders of predecessors. If Colonel Kennedy, the hierarch among the celestials, has had anything to do with fixing the site of the Lift, the admirable skill and judgment which he has shown in the matter must raise him still further in Sir Philip Wodehouse's estimation, who already is doubtless highly impressed with his manner of conducting the Port Trust Bill and the lucidness of his reasons for reporting in favour of the Carwar Railway scheme. It is a pity that when gigantic sums of public

liberty to offer our most decided opposition to any scheme devised solely for the advantage of the Roman Catholic clergy." These may not be Mr. Hardy's exact words; but his argument was precisely to this effect, and it was taken up and enforced by Mr. Disraeli on Tuesday evening. The policy of concurrent endowment has then been emphatically and finally repudiated by both the great political parties; and it is now dead and buried. The Irish brigade has indeed shown its power by turning out a Ministry; but with what result? Ultramontanism is now left out in the cold, without the hope of getting a crumb of comfort from either side. Eleven twelfths of the House of Commons are really against the policy which Mr. Gladstone meant to favour when he brought in his unlucky Bill, and put one-twelfth in favour of it. What, then, is there left for Mr. Gladstone or Mr. Disraeli to go to the country upon? So far as Irish University education is concerned there is nothing at issue between them, the only question in fact being which of the two is more deserving of credit. Mr. Gladstone says—"I shall steadily refuse to give the priests anything but the bare justice I am willing to give to all men; but, if you throw yourselves into the arms of the right honourable gentleman opposite, he will betray you, in spite of the present warmth of his renunciations of concurrent endowment." Mr. Disraeli retorts —"For my part, I scorn the priests and all their works. All I care for is the advancement of learning in Ireland; but, if you put confidence in Mr. Gladstone, he will, notwithstanding all the pledges given you by his colleagues, assuredly play into the hand of Cardinal Cullen." *Tu quoques* of this kind may be all very well in a debate; but neither Tories nor Liberals can now seriously go to the country with the cry that their adversaries are the secret friends of Ultramontanism; and when the general election comes, it will probably be found that the Irish University Bill has been quite forgotten by the country, and that the constituencies will vote on the general question whether they wish to have a Conservative or a Liberal Government.

This consideration will, I imagine, be very likely to turn the scale with the Conservative leaders in favour of the immediate acceptance of office. If Mr. Disraeli were to refuse to take office now, Mr. Gladstone would come back to power freed from all embarrassing engagements with the Romish priests, and the Liberal party, alarmed at the past results of discord, would have time to consolidate its strength before appealing to the country, and to frame a programme which would excite no uneasiness. In such circumstances, the chances of victory for the Conservatives would be very remote. Mr. Gladstone can still count on a Liberal majority of 80 to support his general policy, so that the Conservatives would have to win at least 50 seats in order to secure a bare majority of votes in the new Parliament. Could they hope to do this? There cannot be a doubt that Mr. Gladstone and his colleagues are intensely unpopular; but their misdeeds now belong to the past, and, if they start afresh with a clear score, what can Mr. Disraeli propose that will excite fresh prejudices against them? No, a Conservative Ministry, pure and simple, cannot maintain itself in power in these days. The sole hope of the party lies in detaching the old Whigs from their connexion with the Radicals, and this manœuvre cannot be successfully executed while a Liberal Ministry remains in office. But when once the Liberal party has gone into opposition, it must bid for power again by taking up some new scheme of radical reform; and any fresh "revolutionary" programme would certainly cause the dissatisfied Whigs to break altogether with a leader whose impetuousness has already led them much farther than they intended to go. In the interests of his party, therefore, Mr. Disraeli will probably contend that he ought to cross over to the Treasury Bench. The *Times* entreats him, as he values his "character," not to take office again as leader of a minority; but this is probably said in joke. There can be no constitutional reason why, now that Mr. Gladstone has resigned, Mr. Disraeli should not form a provisional government to transact the necessary Parliamentary business and then appeal to the country. It is not as if he were going to attempt, as he did in 1867, actually to govern the country with a minority. The Liberals all persuade themselves that Lord Derby, who has been summoned from Geneva to consult with his chief, will advise Mr. Disraeli to decline the offer made to him; but Lord Derby, with all his cold-bloodedness of speech, is an intense partisan, and men in his position are bound to do what their party wishes much oftener than the world supposes. As for Lord Salisbury, it is probable he will still decline to be associated again with Mr. Disraeli. In the House of Lords last night, he maliciously recalled, as a precedent for proceeding with the debate on the Deceased Wife's Sister Bill, the case of the discussion in this very bill by their Lordships in 1851, when Lord John Russel had resigned, and when "he returned to power in a few days." But Lord Salisbury only injures himself by standing aloof from his party. There is no man so able that in political life he can afford to separate himself on critical occasions from the organized political forces of English public life. Earl Grey is an example of the way in which a statesman of even remarkable ability may, by mere impracticability of temper, make shipwreck of his life; and Lord Salisbury may end by becoming only a Tory Earl Grey unless he bend his proud spirit to the necessary work of co-operation with his old friends. It is ridiculous for him to dream of ousting Mr. Disraeli from his place. Lord Salisbury is, at best, a shrewd, clever, narrow-minded aristocrat; Mr. Disraeli is a man of genius, and genius makes its mark in politics as well as in literature. The most prejudiced Tories cannot but understand now that the Toryism of Mr. Disraeli, which is based on a generous if delusive faith in the Conservative feeling of a real majority of all classes of the British nation, is a better thing for them and for the country than the Toryism of Lord Salisbury, which is based on the predominance of a single order or social caste and the utter subjection of the masses. They have found, too, that since the last Reform Bill was passed, the long looked-for Conservative reaction has really set in; and they may, therefore, not without reason, regard the statesman who educated them to endure household suffrage and the ballot as wiser in his generation than the uncompromising statesman who thought the safety of the Tory party lay in clinging to the 10*l.* householder. At all events, it is plain that the influence of Mr. Disraeli was never so great with his party as it is at the present moment. In former years each Session began with rumours that the malcontents of his party intended to depose him; but before Parliament broke up they were always seen, with the yoke fastened on their patient necks, drawing the car of triumph in which he sat aloft, serene and impenetrable as ever. Now, hardly a whisper of mutiny is ever heard in the Conservative ranks; the House, which always listened to him with curiosity and pleasure, now treats him with a respect it rarely accords even to statesmen of the highest rank; and out of doors, among the Londoners at all events, his popularity is amazing. He has reached an age, too, when he cannot afford to lose a chance, though he never appeared to better advantage in debates than he has done this Session. His speech on Tuesday evening was one of his happiest efforts. The sustained argument against the degradation of learning "in this material age, in which young men prattle about protoplasm, and young ladies in gilded saloons unconsciously talk atheism," was, in particular, a choice literary composition; and its effect was so telling that Mr. Gladstone in his reply simply evaded trying to answer it, though he made in other respects a very vigorous [illegible] speech and wound up with a peroration, [illegible] with all that elevation of soul which gives so grand a tone to the finest passages of Mr. Gladstone's speeches. I believe, then, that Mr. Disraeli, not being the man to waste an opportunity, and feeling but few more will be offered him, will gratify his own wishes and those of his party by accepting the Queen's offer of the Premiership. Should he decline to do so, it is said that Mr. Gladstone, who really desires rest, will retire, and that Lord Granville will form a new Cabinet; but these fancy Cabinets are always talked of when we have a Ministerial crisis, and it will be remembered that in 1868, notwithstanding a crop of similar rumours, the choice was found after all to be restricted to either Mr. Disraeli or Mr. Gladstone.

The new batch of correspondence about Central Asia is of more interest than the first series, because it gives the whole history of the negotiations begun by Lord Clarendon four years ago and lately brought to a conclusion by Lord Granville. The first thing that strikes one is the difference of tone in the despatches of our two Foreign Ministers. Lord Clarendon was plain and dry in his communications with Prince Gortschakoff, pointing out that English public opinion would not suffer Russia to advance her frontier too close to India, and that therefore it was indispensable for the Czar's Government to say distinctly that it would not meddle in the affairs of States situated beyond a line to be fixed by the Indian Government. The amiable Lord Granville's gushing anticipations of the establishment of perfect peace and concord between Russia and England for all generations are quite out of keeping with the restrained language of Lord Clarendon's early despatches. The mistake of uniting the negotiations to the settlement of the Afghan frontier would seem, by the papers, to have been committed by the Government of India; but I suppose Lord Mayo's Government did not feel itself justified in saying anything about the relations of States not placed formally under its control, and therefore left the Foreign Office to make its own arrangements about Persia and Independent Turkistan. All that Mr. Forsyth bargained for was that Russia should engage to use her influence to keep the Ameer of Bokhara from making aggressions on Afghanistan, on condition that we used our influence to keep Shere Ali from attacking Bokhara, and substantially this arrangement has now been carried into effect. But it shows how little weight can be attached to Russian disclaimers of ambitious projects, when we find the Emperor and Prince Gortschakoff declaring four years ago, to appease Lord Clarendon, that they had no intention whatever of retaining Samarcand, and see that nevertheless that city is now the capital of the Russian province of Zerefshan. The same aggressive spirit is at work everywhere in Central Asia, and the English Foreign Office has signally failed in its duty in not guarding against it on the borders of Persia and in the territory between the Caspian and the Oxus, as well as on the Upper Oxus. The Russians have taken every step in advance with great care and intelligence, and Sir Henry Rawlinson is himself under a complete "hallucination" in supposing they do not thoroughly understand the political and commercial geography of Central Asia. Lord Granville, it will be remembered, took no trouble at all to protect the important place of Merve from occupation by the Russians; yet in 1870 M. de Kremoukoff, Director of Asiatic affairs at St. Petersburg, told Sir A. Buchanan that "it was necessary the Afghan boundary from Khoja Saleh should be traced with great care, as Merve was becoming a place of considerable commercial importance." Lord Granville has, however, made no stipulations about Merve on our side, but has left the Russians free to approach it, whenever they please, from Charjui and Kirki. Nor is this all. On November 14, 1869, Mr. R. Thomson, our chargé d'affaires at Teheran, sent home a remarkable despatch detailing a conversation he had had with the Persian Minister for Foreign Affairs, who told him of the proposed establishment of a Russian garrison at Krasnovodsk, on the east coast of the Caspian, and entreated the English Government to interfere, as Persia had real, though undefined, claims to the Turkoman coast. Then followed this prophecy—"The desert across which the Russians now propose to establish a line of communication with Central Asia is ill adapted for the purpose, the supply of water being insufficient for caravans traversing the plains, and the heat in summer being excessive. It is possible that before long they will find these difficulties insurmountable, and they may then seek a more practicable route, which will be found by starting from Hassan Kooli at the embouchure of the Attrek in the Bay of Asterabad near Ashoorada, the Russian naval station in the south-east of the Caspian; following the course of that river eastwards, and then skirting along the hills in the direction of Merve, which is not more than four marches from the Oxus, and within ten easy stages of Herat. By that line the road would pass for nearly the whole distance from the Caspian through an inhabited tract of country, where an abundant supply of water exists together with rich pasturage and a salubrious climate at all seasons." This prophecy has now been fulfilled by the building of a fort on the north bank of the Attrek and the advance of the Russians up that valley. What we have come to, then, is this—that, at the end of negotiations lasting over four years, during which time Prince Gortschakoff has never ceased to preach moderation and to practice aggression, the frontier of the Russian Empire, which the Prince professed to think might well be fixed at Chemkend, has been extended, with our express sanction or without any distinct protest from the Foreign Office, to close to Merve and Balkh. If this is a triumph of British statesmanship, I wonder what would be called a defeat. It is satisfactory to see from the Calcutta telegrams that your Government at all events does not intend to let Kashgaria share the fate of Khokan and Bokhara; and that we are at last to have an envoy at Yarkand. Would it not be desirable, also, to have a few British troops stationed on the northern frontier of Cashmere?

The debate of last Friday night on the break of gauge in India will have the result, no doubt, of inducing the Government of India to maintain the standard gauge on the trunk lines. Mr. Gladstone made, in reply to Mr. Laing, a singularly conciliating speech, promising, if the motion were withdrawn, to call Lord Northbrook's attention to the arguments brought forward; but he and Sir S. Northcote broached the extraordinary doctrine that the Government of India cannot be interfered with by Parliament in financial matters. Surely, this novel constitutional theory is unsound, or why is the Indian Budget submitted to Parliament? It is an alarming maxim for Indian tax-payers that a Council at the India Office, sitting with closed doors, can dispose of Indian revenues at its pleasure. By the way, Mr. Laing chose the weakest case against break of gauge when he spoke of the Peshawur railway. If Peshawur is to be the terminus, the inconvenience of a single break of gauge at Lahore will be less than of the double break on the Indus Valley line; and, if railways are to be extended into Afghanistan, it is desirable to know what will be the gauge of the lines of extension before settling what [illegible]e the gauge of the Peshawur line.

WEEKLY [illegible] LETTER.

(FROM OUR OWN CORRESPONDENT.)

[illegible]ARCH.

One of [illegible]legraph Companies [illegible]o is in preparation [illegible]powerful Associati[illegible]n Telegraph Compan[illegible]just been announced. It i[illegible]elegraph Company, and t[illegible]able between Odessa a[illegible]he chairman is also the ch[illegible] Northern Company, which [illegible] through Siberia to China [illegible]is circumstance might at o[illegible]ated the suspicion that the n[illegible] somehow in rivalry with the ex[illegible]nd Mediterranean schemes. But [illegible]etition has been laid aside, under the impulse of common necessities. The Great Northern, China extension branch, was constantly getting out of order like the Indo European—and at length they found it to their interest to patch up a working agreement with the China Submarine Company, of which John Pender is chairman, for dividing the traffic. The ice being thus broken, reconciliation became the order of the day. A sudden thought struck Sir James Anderson and Mr. Tietgen, that they had better swear eternal friendship, and they appear to have done so. One of the directors of the new company is Mr. Philip Rawson, who is also a director of the China Submarine, while another is a son of Sir Daniel Gooch, who is one of the leading men in the Telegraph Construction Company. The line, as I stated some months ago, is intended to accommodate Turkey, Russia, and Egypt with all the Levant Islands, and it is to fit in with the Corfu and Candia branches, which are to meet at the last-named island, thus in fact absorbing the whole traffic of the centre, south and east of Europe, by a reticulation of submarine cable, in the Adriatic, the Mediterranean, and the Black Sea. The concessions were some time ago secured by the Eastern Telegraph Company's people from the Governments of Turkey, Russia, and Greece, and the present company is merely an offshoot under another name. The influence of this powerful association is rapidly on the increase. The amalgamation of the Falmouth, Gibraltar and Malta, Anglo-Mediterranean, Marseilles and Algiers, and British Indian Companies under the name of the Eastern Telegraph Company, has now been followed by a similar process in the case of the three remoter lines—the British Indian Extension, the China, and the British Australian on the basis that the shares of the first-named are to be treated as worth £15 each, which is 50 per cent. premium; and the shares of the two latter as £11 each, or 10 per cent. premium. The whole of these seven undertakings will thus be brought virtually under one control, for the directors, the managers, and even the shareholders are very nearly the same for all. But more remains behind. The men who are the moving spirits of the Eastern are also the presiding genii of the Atlantic lines—namely, Sir James Anderson, Julius Beer, Cyrus Field, John Pender, Captain Sherard Osborn, Lord William Hay, Lord Monck, and one or two others. A complete fusion of the Atlantic lines is now in progress and will soon be settled. The same people are to lay the proposed cable between Lisbon and Brazil, and are to acquire the Cuba and West India lines as a feeder to the Atlantic cables through their connection with the Union Telegraph Company, which has the land lines of the States. They will then command the submarine communications of the world, and I believe the ultimate and comprehensive purpose is to fuse them altogether under the designation of the "Globe Telegraph Company." The idea is bold and yet simple, nor does it lack certain elements of sublimity. But I need scarcely say that the sublime and beautiful are not in all the thoughts of the worthy capitalists who are forcing the scheme forward. Their one and intelligible object is to make the best of a very lucrative monopoly.

To maintain this monopoly it is of course essential that all other schemes should be rendered abortive, and hitherto this has been admirably well managed. One project after another has been snuffed out or knocked on the head or bought off. The latest thing of this sort was the Great Western Telegraph Company, which was introduced last year under the auspices of Sir Edward Watkin, John Hughes, and one or two other patriotic persons, whom it sadly grieved to think that the two hemispheres should be dependent on one company, and who therefore determined to give the public another cable with a much reduced tariff. They issued a prospectus, and got a settlement on the Stock Exchange; but what then happened? When the cable was about half made the whole concern was bought off by the Syndicate of the Atlantic and Eastern Companies, and the cable when finished is to be laid along the coast of Brazil. If turns out that the public never subscribed for a share of the Great Western Company, and that the cable would simply have been left in the hands of its original promoters, who were consequently very glad to get out of the business without serious loss. Undeterred by the fate of this scheme another was launched on Wednesday, of which I gave some particulars in previous letters. It is styled the "Direct United States Cable Company, Limited," and the capital is £1,300,000. The proposed cable is to be laid between Ireland and the coast of New Hampshire, and is to be manufactured by Messrs. Siemens, the makers of the Indo-European Company's lines. One of the directors is Mr. Henry Labouchere, but otherwise there is nothing in the scheme to show that its supporters have influence or power sufficient to carry it through, and I have no doubt it will utterly fail. The public will take no share, and none of the men whose names appear in the prospectus are rich enough or audacious enough to take the risk entirely into their own hands. As if, however, its own intrinsic demerits were not enough to sink it faster than its own heavy cable could go to the bottom of the Atlantic, the rival association moved heaven and earth to bring it into disrepute. In two leading morning journals the prospectus was named only to be condemned, and these condemnations were certainly suggested, if not exactly inspired, by the friends of the existing Atlantic lines. Sampson in the *Times* wrote dead against the new project. According to the complimentary phrase of a leading promoter of this scheme, Sampson is "owned by the gang"—the gang being Messrs. Beer, Pender, Osborn, Sir J. Anderson, Lyons, Field, and the others. Of course the charge is grossly false and unfair; but it is no doubt true that there is a strong personal intimacy between the individuals named, and that Sampson is always ready to oblige his friends. Be that as it may, the hostile influences have proved too much for this latest attempt to start a rivalry with the present lines, and although not avowedly, it is virtually a failure. The result must be profoundly discouraging to other projectors, and will no doubt deter from any imitative efforts for a long time to come.

Business is, on the whole, good at present, though it has been little checked by the Ministerial crisis, the high price of materials, chiefly iron and fuel, and anticipations of dearer money. The crisis would not matter much save for the prospects of a dissolution of Parliament in July next, an event which is not much liked in London and the leading commercial centres, but which is always popular in country districts, because it makes money circulate. As for the strikes, they have received a serious check in South Wales, where the men are gradually going to work in defiance of the Trades Unions; but in the north of England some considerable advances of wages have been secured by the workers on the mere threat of a strike, and thus the old problem of the effect a rise in value is likely to have on demand has still to be faced. We are constantly discovering fresh seams of ironstone and opening up fresh coal pits, so that there is no lack of mineral wealth; the only thing is to get it worked. Until machinery or the advent of common sense among the miners gives us a way out of the difficulty we shall be constantly straitened and our foreign trade will be hampered from the impossibility of counting in advance upon a steady supply of these two essentials in raw material, and no industry is at present more embarrassed through this circumstance than the cotton manufacture. I do not hear of many more mills reducing their working, but there is no resumption of operations on an extended scale notwithstanding the encouragement which a better demand in Manchester from buyers for markets abroad would naturally give. The lower cost of the staple is much more than counterbalanced by the higher cost of coal and other materials.

Dearer money is another consideration we shall have soon to face again. For the last fortnight there has been a steady, occasionally a strong, demand for discount purposes, but it has not done more than add about half-a-million to the total included under the head "other securities," in the Bank of England weekly return, and the proportion which the reserve in the banking department bears to the liabilities is still 43½ per cent. This is ample for ordinary purposes, and were there no exceptional sources of disturbance probably it would be thought unnecessary to discuss such a point as the raising of the Bank rate. Unfortunately there *are* other influences at work of which the drain of gold is still the principal, and should that assume much larger dimensions a change would have to be made. There are large demands pending for Germany, and others for Japan, Spain, and South America; while the New York exchange has fallen to a point which almost permits the export of gold thither at a profit. Moreover, there is a great stringency in that money market, so much so indeed as to threaten a crisis, and though it is not known that a crisis would directly involve us, it is impossible such a disturbance can now-a-days happen without sympathetically affecting other money markets, for a time at least. Further we expect that with the approach of summer business here will revive considerably, and we also know that a general election would attract currency largely to the provinces. Thus the chances are in favour of a distinct rise in the terms of discount, though the disbursement of the dividends three weeks hence may possibly check the tendency for the time.

A pamphlet on "Underwriting" in 1872 has just been published here. The author, Mr. J. T. Dawson is, as I gather from internal evidence, a Liverpool man, and quite at home in his subject. He begins by saying that the underwriting of that year was remarkable for its disasters, but it is not so well known to have been remarkable for imprudence arising from reckless competition. He gives a list of the companies recently formed, naming fourteen that have collapsed since 1866, and he states that the number of under-writers at Lloyd's has risen from 369 in January 1869 to 431 in 1872,—this, too, despite a regulation by which of late years the committee have required persons entering to underwrite to furnish proof that they possessed some capital. He evidently expects mischief from the general reduction of premiums which followed this sudden growth of competition, and he gives some reasons to explain the unusual abundance of losses. The chief reason he thinks was not so much the weather, bad as that was, as the defective construction and equipment of vessels—a point in which he agrees with Mr. Plimsoll and your correspondent. He says that the effort to save in materials and labour "has brought the building of iron ships down to a point at which symptoms of danger have become numerous and serious. Ships, and especially steamers, are now going to sea bearing the highest class conferred by either committee"—Lloyd's Registry and the Liverpool one—"which practical men regard with apprehension; and all the facts known touching some of the most remarkable casualties of 1872 point to the conclusion that iron ships are now being built upon principles unsanctioned by experience and not calculated to ensure safety at sea." The sudden political complication which has arisen has for the time pushed Mr. Plimsoll's book and his motion into the background, but the subject will not be allowed to drop.

Very few failures have been announced this week, and none of them are serious. They are as follow:—Hardaker, Birkhead and Co., Manchester, liabilities £13,000; A. T. Aikins, Leicester, shoe manufacturer, liabilities £30,000; Joshua Hanson, woollen manufacturer, Huddersfield, liabilities £35,000; Edwin Gregory, commission agent, Manchester, liabilities £10,000; and Isaac Bensand, in the Morocco trade, Manchester, liabilities £22,000, assets unknown.

SERIOUS RIOT AMONG THE PARSEES AT THE TOWERS OF SILENCE.

A DISGRACEFUL riot took place yesterday morning at the Towers of Silence on Malabar Hill. Near these Towers there is a piece of land which a Hindoo and a Mussulman named respectively Cooverjee Pragjee and Jamal Yacoob lay claim to as their private property, while on the other hand the Parsees, through their Panchayet, assert that the land belongs to the Parsee community, being a part of the property belonging to the Towers of Silence. The dispute has lasted, hot and cold, for about eight years. It took a somewhat practical shape a few days ago, when Mr. Peile, as solicitor for the Hindoo and Mussulman claimants, appeared before the authorities and obtained leave to build upon the land. The Parsees objected to this very strongly, and asked the police to prevent it; but Mr. Souter replied that who the land belonged to was a question to be settled by the High Court, and that all he had to do in the matter was to prevent a disturbance of the peace. The Hindoo and Mussulman claimants proceeded to clear the ground of obstructions, and erected cadjan huts for labourers, as also a house for a European superintendent of works, which they furnished with the articles common to a well-to-do European's house. They thought apparently that the Parsee Panchayet had given over their opposition, but they calculated without their host, as we shall proceed to show. Early yesterday morning the Superintendent of the D Division noticed a number of lawless-looking natives swarming up to the Towers of Silence with heavy bludgeons in their hands. He at once suspected that the errand of these gentry could scarcely be a peaceable one, and he endeavoured to stop them with a small force of sepoys. Mr. Brown (the Superintendent) did manage to block up one road, but as there were more roads to the hill than one, a great gang passed him and continued their march. He at once made off for the Commissioner of Police's residence, and told him that he suspected there was going to be a row, and gave his reasons for thinking so. Mr. Souter at once mounted horse, and rode off for the Towers of Silence accompanied by two sowars. He was just in time to see a regular Donnybrook Fair row going on near the disputed land. Purdasees and Parsees, who had been engaged to prevent further building operations, were fighting like demons, and the sound of the native oath and the rattling of sticks was loud enough to show him how serious things were. The cadjan huts had been torn down, and then burned, and the European superintendent's house had also been wrecked, together with every stick of furniture in it. The workmen had been made to fly, some with broken heads, and in fact the rioters were holding a high festival of destruction. The police went in to them and made some captures, but the majority of the fellows rushed off to the Towers of Silence and there shut themselves up. Mr. Souter called upon every man of them to come down, but they simply defied him, and talked a lot of theatrical stuff to the effect that they would kill the first man who attempted to enter the Towers of Silence, and that rather than come down they would fight till they fell and the police would have to enter the place only across their bodies, &c. Of course Mr. Souter was not the man to be daunted by this tall talk or the whirling of sticks, and he cried out that they were mistaken if they thought they were going to ride roughshod over the law in this manner, and that he would give them ten minutes to consider matters, and if at the end of that time they still refused to come down, he would break open the doors and bundle every mother's son of them out of the place neck and crop. The rascals and the Parsee priests, insolent in the belief that they were perfectly safe in their sacred stronghold, refused to deliver themselves up on any terms. Whereupon Mr. Souter despatched a sowar to the Deputy Commissioner of Police with a message that he was at once to assemble a European force and march up to Malabar Hill. Mr. Vincent soon mustered twenty good men and true, and in a short time was beneath the shadow of the grim Towers of Silence—now Towers of Silence only in name, for they were filled with a crowd of blackguard chatterers. Huge stones were procured and swung against the doors—once, twice, thrice with a will, and the huge bolts are smashed and the doors fly open to the wall. Even at the last moment, Mr. Souter wished to avoid extreme measures, and after a consultation, Mr. Vincent and Mr. Brown, fearless of the threats of the Parsees, elected to enter the Tower and persuade the occupants to deliver themselves up to the law. They entered accordingly and found that a number of the fellows had hidden themselves in the room where the Parsees generally place their dead to be licked by dogs—a good licking by a dog, after a body has been smeared with ghee, ensuring that body a glorious passage into the delights of eternity, according to the idea of the Parsees. Some of the Parsees tried to escape up the stairs, but they were all brought back again, however much against their will. In a very short time the whole Tower was won, and the inmates were marched outside. A nice lot of fellows the rioters looked when they were stuck together in a line—ragged, villainous, hang-dog. The police soon recognised some old friends among them, and out of about 80 they selected 75, all of whom had been in the *melee*, manacled them, and then accompanied them on their inglorious march to chowkey. Of course the Parsee priests were awfully shocked at the audacity of the Europeans in daring to enter the ghastly Towers; but Mr. Souter deserves praise for his vigorous action in teaching those concerned that Towers of Silence are not to be employed as castles for the shelter of law-breakers. The affair has caused intense excitement all over the native quarter of Bombay, and at Mazagon chowkey hundreds of Parsees were gathered last night anxious, if possible, to hear any news which might exonerate their beloved Punchayet from the suspicion of blame. We have reason to believe that the Parsees are without even an excuse for taking the law into their own hands with respect to this property, which, we may remark, is one of the finest sites in Bombay. Messrs. Cooverjee Pragjee and Jamal Yacoob hold title-deeds of the land from the Collector of Bombay, and if the Parsee Punchayet doubted these, they could easily have used the High Court in the matter. It is supposed that the Punchayet, or whoever has been making themselves so solicitous for the amenity of the Towers of Silence, wished to prevent any building springing up near the Towers, lest the occupants of it should afterwards complain of the vultures and kites and their offal as a nuisance and so obtain a decree for the removal of the Towers to a place outside of Bombay. Altogether 136 prisoners, Purdasee and Parsees, were made prisoners.

ANOTHER ACCOUNT BY AN EYE-WITNESS.

A VERY serious disturbance, which might have ended very gravely indeed but for the very opportune appearance of the police, happened yesterday morning in the piece of ground near the Towers of Silence of the Parsees on Malabar Hill. It appears that there is a dispute of very long standing regarding this very piece of ground, the Parsee Punchayet claiming it as theirs by virtue of a rather doubtful right of possession, and another party putting forth their claims to ownership by virtue of title-deeds conferred on them some time in autumn last year by the Collector of Bombay. Disturbances more or less serious have occurred for the last fifteen years, and the Parsees, who were certainly not in actual possession of the ground, neglected to follow the very reasonable advice proffered them from time to time by the authorities of having the matter settled by law. The present party who, in opposition to the Parsee Punchayet allege by reason of the Collector's authority that they are the rightful owners, began of late to lay the foundation for one or two bungalows on this undoubtedly the finest site in the whole of Bombay. To this the Parsees objected, and the secretary of the Punchayet appeared some ten days ago before Mr Souter, the Commissioner of Police, asking him to aid him in the matter. This Mr. Souter very properly declined to do, on the grounds that as each party claimed to be the owners, it was a matter for the courts of law to decide. Mr. Souter at the time advised the Parsee secretary to bring the matter before the proper authorities, but Mr. Nusserwanjee, the secretary, ridiculed the idea, saying "why should we, who are big people, go to law against such low people, men of straw and nothing better?" He also informed the Commissioner of Police that he had been advised by his legal (!)advisers to use force, and forcibly drive away any party from the place who attempted to come on to the ground. He was told, however, by Mr. Souter that by following this precious bit of legal advice he and his party would come to grief; but he seemed too confident to take the well meant advice of the Commissioner and went away.

Yesterday about 9 A.M., a number of Persian Parsees, Purdasees, and Parsees, armed with bludgeons, were seen marching towards the hill. Mr. Brown, the Superintendent, getting the news, intercepted them in time, but coming on to the hill his eyes met devastation if not desolation. About 200 or 300 Parsees, headed by an Iranee and a liquor shop-keeper of the same persuasion, had entered into the ground, torn down the tent of Mr. Duffy, smashed every bit of furniture, crockery, glassware, tore the coat off his back, demolished some huts, cut a poor fellow's head open, and pitched the fragments of the temporary building headlong down the hill. Luckily the police came in time to prevent bloodshed, and the Parees fled in dire confusion in all directions; a great many sought and found temporary refuge in the sanctum of the Towers, thinking that because this is a place which on ordinary occasions is rightly considered sacred, the police dare not follow them. Mr. Souter, who was on the spot, not wishing to violate the feelings of the Parsees, watched long and patiently for them to come out, repeatedly sending them word that they should leave the place quietly, but ill-advised by their ringleaders, they stoutly refused to come to terms. The police having been in the meantime reinforced, an ultimatum was sent to them to lay down their arms, but they declined to do so, and threatened to murder any policeman who came near the place. To put an end to the matter, Mr. Vincent, accompanied by Mr. Brown, then walked up to them and soon got all of them, 75 in number, out very quietly and orderly without an angry word, though two men, who were rather swarthy, got up, seeming to take the lead, and tried hard to induce the others to resist. They were then all marched off to the police chowkey at Mazagon, where a number of them were released on bail, the rest being kept in durance vile till to-day, when they will be charged before Mr. Cooper. We are glad to learn that, with the exception of a misguided youth or two, not one of them were people of respectability in the Parsee community.

EAST INDIA FINANCE COMMITTEE.

HOUSE OF COMMONS, TUESDAY, MARCH 11.

(SPECIAL REPORT FOR THE "BOMBAY GAZETTE.")

FURTHER EXAMINATION OF SIR CHARLES TREVELYAN.

THE cross-examination of Sir Charles Trevelyan was resumed.

Sir Charles Wingfield (interrogating)—You are aware that in small towns in the Punjab and elsewhere where town duties have been levied continuously up to the present time, the duty in many was rather a duty on consumption; that is to say, the merchants and others did not pay for what they brought into the town, but simply on what they sold?—Yes, that is the old system.

You are aware that in large cities any attempt to levy funds in any other way has been objected to by the population?—Yes.

Do you think that the tax could be so paid as to avoid inconvenience?—Yes, for instance it is highly popular in Bombay, because it enables them to levy duty not only on their own consumption but on other people's also. If the alternative were put to me, I think that municipal self-government is so important, that I would have it even at the expense of an octroi.

I may mention to you that I exempted an immense number of towns from any duty at all, because when these towns were so numerous it did amount very much to a transit duty. You said that under the native governments the question was not what was taxed, but what was not taxed. Everything whatever was taxed; even people's vices were taxed.

Don't you think it is true that natives would stand more from their own countrymen than from foreigners?—Yes, they are not afraid of their own countrymen.

The explanation of that is that their own was a national government and ours is a foreign government?—Exactly, and that makes it very important that we should adhere to such laws as they understand.

Then you think it is a true principle that a foreign rule must be very much superior to the native rule, to be borne?—Yes; however faithfully and anxiously foreigners desire to do their duty in governing India, the natives must have a great deal to bear. Therefore it is essentially incumbent upon us to consult the feelings and wishes of the natives to the utmost extent consistent with sound principle.

I will now go into the question of the finance. Do you think that the principle of Sir Stafford Northcote laid down that such works only as were remunerative should be provided for by loan is a sound one?—No; I think no public works ought to be undertaken which are not reproductive in a true sense. There are many kinds of reproductive works, such as a good metalled road, a railway, irrigation works, and even barracks.

That is very true, and it is a difficult thing to say what works may not yield an indirect return. But Sir Stafford Northcote's rule applied to borrowing, and he held that before borrowing for the construction of a work it must be shown to be probably productive?—I don't think that is the true principle for borrowing. Some works which yield no direct revenue, but which may cause an annual expense, may be the most productive of all. A common road, for instance; and there is no question of it. Where a common road is made in place of a swamp or a broken bit of country, then it is the most productive of all. But such works would be excluded by that rule.

It is not excluded from being entertained; it is excluded from the category of being provided for by borrowed money because it does not yield a direct revenue and it might be the most productive of all. It seems to me that Sir Stafford Northcote's line is the only line that can be drawn?—I agree that some line must be drawn; but I deny that that is the correct line. I think the true principle is arrived at in England, where everything, whether it is reproductive or not, which can be provided for out of the ways and means of the year, should be provided for therefrom. But when you come to extraordinary expenditure, such as war, or the Irish famine, or the seven millions determined to be spent on the fortification of our dockyards, it is obvious that these large sums could not be provided out of the ways and means of the year without a burdensome increase of taxation; in other words, they must be provided for out of extraordinary appliances, or spread over a period of years so as to fall upon one or two generations.

But it seems to me that if you dispense with Sir Stafford Northcote's criterion of a direct remunerative return, you have no criterion whatever?—I totally reverse the criterion. In fact the exact remunerative works of late years and those in which the greatest waste has occurred, is in reference to some of these reproductive works.

The Chairman—Do you use "reproductive" in the sense of returning some revenue to the Government?

Sir C. Wingfield—I use it in the sense of paying a return equal to the interest of the money borrowed.

Witness—I ought to add that the beneficial and most wasteful works of late years have been works which have been called reproductive.

Sir C. Wingfield—All that that points to is the necessity of exercising greater discrimination in the adoption of the works?—Yes.

With regard to your plan of decentralisation I gather that you would let the Government of India take certain sources of revenue, such as customs, salt, opium, telegraphs, &c., which are paid by the empire at large; and out of these the Supreme Government would pay the army, interest on the debt, diplomacy, Home charges military works, post office charges, the deficit on railway interest, &c., and if the sources of revenue did not suffice to meet the charges, it is to draw on the local Governments rateably?—Yes.

The local Governments, out of what is left them, are to defray the expense of the several establishments, and the residue they may spend on their works of utility. Now I want to know about the case of civil administration. You would not leave to the local Governments power to free the cost of the administration? Would you reserve to the Supreme Government the power of framing the salaries?—I have already indicated my opinion that this power ought to be reserved, and have instanced the Government of Bombay; because any of the eight local administrations by raising the standard above the other Governments, might disorganise the whole.

Would you allow the local Government to determine what works they pleased and spend at their discretion upon them?—Yes, so long as they kept within the current income.

You don't think the sanction of the Supreme Government should be obtained previously?—No.

Do you think the local Government is as sure to exercise sound judgment in the selection of the works as the Supreme Government? Are not the local Governments more apt to be swayed or led away by particular fancies without regard to the wants of the empire at all? Do you think they have the same wide interests in view as the Supreme Government?—As between the two, I prefer the judgment of the local Government. I think it is more to be trusted. In the Madras Presidency the local Government knows perfectly well what the wants of the Presidency are; and so in Bengal. Whereas the central Government, acting through the great centralised Department of Public Works, makes tremendous mistakes. For instance, the Bengal local Government never would have undertaken the construction of the Soane works; and I am also sure the Madras Government would never have commenced their long canal.

But on the other hand this Supreme Government would not have bought the Elphinstone Land Company?—In reply to which it may be said that neither would the Bombay Government, if they had had to pay the price of it out of their own pocket. And I must remark that the money which the Soane irrigation works, the Orissa speculation, the South-Western Railway speculation, and the Elphinstone land speculation cost—all of which are mere waste—would not only have paid for the extra expenditure for the standard gauge on the Peshawur and Lahore Railway, and the Mooltan and Kotree Railway, but would have also made the Peshawur and Lahore Railway, and would have gone a great way to make the other also.

The Chairman—Have you observed, in the course of your movements about India, that the authority of the collectors in reference to the making of roads has to a considerable extent resulted in making good roads round the European stations where the Europeans drive their carriages, and in leaving all the rest of the roads entirely neglected?—There are certainly good roads round the station; there is no doubt about that.

Do you observe a great distinction between the two classes of roads?—Yes; every road where the Europeans take their morning and evening drive is sure to be kept, and the others are neglected. This is the result of the personal Government of the collector. This would hardly happen if there were a representative council in the district.

Sir Charles Wingfield—Would the whole of the district be represented?—I would have the whole of the district represented by persons selected by the Government for the purpose; then I would add to these, without any distinction of European from native, whoever happened to be best informed and who should possess in the highest degree the confidence of the district. There are, I think, three districts in the Madras Presidency where Europeans would be sure to be elected.

Give me an idea of the proportion which the nominated would bear to the representative?—About a third I think.

You have heard it contended for by some, I think, that these councils should be purely native, because if the official European element is to be on the council the discussion would be hampered?—I don't believe that at all. In the three old presidencies the native members speak their mind with great freedom.

But there is a great difference between the independence in the three presidency towns and of other parts of India?—No doubt; but in every case the outturn would be suitable to the circumstances. In the three presidency towns natives are more advanced in modern ideas, and they co-operate with us more fully in our plans, and they understand us better. In the upper provinces the natives are more dependent upon us and that is as it should be.

Would you give these councils the entire discretion in the matter of local taxation; if so, would you leave it entirely to them to say what tax

TO-DAY'S REGATTA.

Although enthusiasm about horse-racing has nearly frozen in Bombay, it has not done so with respect to nautical sports. This year we are going to have quite a brilliant regatta, and while the entries are numerous there is reason to believe that they will also bring forth rare tussles. The pulling matches are sure to be well contested. The crews of the different boats have been practising hard for a fortnight past, and one of the sights at the Apollo Bander lately has been good-humoured contests between crews of the Wolverine and Glasgow. The members of the Bombay Rowing Club have also been bending to the oar on one or two evenings, and as the crews are picked men from Bombay athletism, they should do something better in the way of rowing than we have been accustomed to in Bombay. Tennant will be there; Murray will be there; the Farrans will be there; and if there isn't a fight for honours when the eighth race comes off, it won't be for want of Celtic blood. We have seen the card, and in each race have spotted our fancies; and whether our selections prove right or wrong, we now give our readers the benefit of them. The first race is for *bona fide* ships' boats of any rig or size, and these be the entries—

Captain Hope's Glasgow's Cutter.
Captain Bean's Dalhousie's Cutter.
Captain Peck's Girl of the Period.
Lieutenant Errington's Wolverine's Launch.
Captain Harington's Nimble's Cutter.
Captain James's Abyssinia's Cutter.
Lieutenant Errington's Wolverine's Pinnace.
Lieutenant Bainbridge's Columbine's Cutter.
Captain Hope's Glasgow's Launch.

There are some very heavy boats among this lot, chiefly belonging to the men-of-war. The Glasgow's launches, the Wolverine's pinnace, and the same ship's launch are each so powerful, besides being cutter-rigged, that it is almost certain one of them will win. Of the favoured lot, we prefer the Glasgow's launch, and next the Wolverine's launch. Outside of the boats we have mentioned commend us to the Girl of the Period.

The second race is for *bona-fide* ship's boats. The following have been entered:—

J. Crawford, Esq.'s Sylph.
Captain Bean's Stalker.
Captain Carew's Kathleen.
Captain Robinson's Foam.
Captain Hewitt's King Fisher.
Captain Booker's Derivaragh.
Captain Brebner's Minnie.
Captain Morland's Windermere.
Captain Gleeson's Jungly.
Captain Ensor's Dolly Varden.

We know one or two fast boats in this lot. Sylph is the pick, and notwithstanding that she gives all the other boats fifteen minutes excepting Stalker, which only gets five, we think she ought to win. If she misbehaves and doesn't, then the prize should lie between Dolly Varden and Windermere. We see Jungly entered, and as this could only have been done for the sake of helping sport, we wish she may get the prize; pluck always deserves respect. This will probably be the most exciting race of the afternoon.

The third race is for large Club yachts. The entries are as follow:—

C. P. Cooper, Esq.'s Ianthe.
Commodore Robinson's Eclipse.
H. Forman, Esq.'s Sea Queen.
H. Maxwell, Esq.'s Water Queen.

The Water Queen, an incorrigible prize-taker, should win again in defiance of her handicap. However, Ianthe may give her some trouble. In Eclipse we fancy we observe an old favourite under a new name, but, despite whatever virtue there may be in a name, we are afraid that in this race Eclipse will be last, and that she will be posssessed of a reason for being called the "Eclipsed."

The fourth race will be competed in by these yachts:—

Captain Henry's Oriental.
Mr. Parker's Tortoise.
Captain Morland's Lorelie.
T. E. Taylor, Esq.'s Tiney.

Tortoise used to do with her crawl what many another yacht could do with their best specimen of the article they called speed; but we are just afraid that she cannot afford time to her companions. The Tiney looks the winner; failing her, Lorelie's chances are bright and shiny.

The fifth race is for Club yachts of lateen and sliding gunter rigs. These are the competitors:—

T. Tyrrell Leith, Esq.'s Erin.
J. O'Leary, Esq.'s Rustom.
Captain Searle's Olive.
L. Reid, Esq.'s Ranee.
L. Reid, Esq.'s Emily.
J. Lumsdaine, Esq.'s Sybil.

There are three new boats in this lot, and of two we know very little. Mr. Lumsdaine's Sybil strikes us as the likely party; and if her handicap proves too heavy, Rustom or Ranee ought to have something to say in the front rank.

The next race is for dubash boats, and there should be fun here. Which shall win it would be difficult to say, but we hear that all the craft are evenly matched.

The seventh race is a rowing match for four-oared gigs and boats. These be the entries:—

Capt. Ensor, Ripple.
Capt. Corke, Will-o'-the-Wisp.
Capt. Warner, Swallow.
Capt. Searle, Daisy.
L. Reid, Esq., Jabberwock.
Capt. Hewett, Minnow.
J. Lumsdaine, Esq., Sibyl.

Will-o'-the Wisp, being specially cut for a racer, has had to give her neighbours twenty seconds, but for all that she ought to win, though Sybil must be close at her heels.

The eighth race is for the members of the Bombay Boating Club. The crew for the boat with the blue flag and the white cross will be—

W. F. Peel.
G. Moberly.
W. M. Tennant.
G. H. Farran, *Stroke.*

The other boat (her with the blue flag) will be manned by—

C. H. Constable.
H. W. Atkinson.
C. F. Farran.
R. Murray, *Stroke.*

We would be assuming much too grave a responsibility if we declared either for one or the other of these boats, and we give it up just as we did "Rommany Rye's" last conundrum.

The ninth race is to be for cutters, barges, and pinnaces belonging to men-of-war, mail steamers, of oars not under eight.

Captain Loyer, Du Ducouedic.
Captain Hope, Glasgow's Cutter.
Captain Henry, Shilaleigh.
Captain Harington, Nimble.
Captain Hope, Abyssinia.
Lieutenant Errington, Wolverine.
Captain Hope, Glasgow's Jolly.
Lieutenant Errington, Wolverine.

However patriotic we may feel, and however indignant that the Frenchmen tried to be avenged for Waterloo the other day at Hog Island by spoiling the beauty of our Lift, candour compels us to favour the crew of the Ducouedic. Captain Henry's Shilaleigh ought to be second if not first.

The tenth race is to be rowed for by five or six-oared gigs, and the following are entered:—

Lieutenant Bainbridge, Columbine.
Captain Hope, Glasgow.
Captain Hereford, Columbine. No. 2.
Captain Henry, Shamrock.
Lieutenant Errington, Whaler.
Captain Robinson, Bonita.
Captain Hewett, Dolphin.
Captain Warne, Albacore.
Captain Hope, Glasgow.
Captain Loyer, Baleinière.
Captain Corke, Flying Fish.

The Flying Fish, which is racer built, gives all the others twenty seconds, and if she does not win, we are again compelled to declare for the Frenchman. The Admiral's boat (No. 9) is a good boat, and she ought to be second or third in the contest.

There is an eleventh race for canoes, and the evening will close with a pulling match between the Kirkee and Bombay crews. We believe they are well-matched, but the Kirkee men will have a slight advantage over their opponents, inasmuch as they will start fresh, whereas the Bombay men are to be chosen after the race of the Bombay Rowing Club has been decided. The Kirkee crew is composed of the following gentleman:—

Captain Hennell.
Lieutenant Orpen.
" Gibbs.
" Sinclair, *Stroke.*
" Herne, *Cox.*

One more attraction for to-day we may mention. During the sport the Town Band will play somewhere between the Apollo Bunder and the Dockyard.

A Too Successful Plea.—Our Plymouth correspondent writes:—The *Pall Mall Gazette* of February 10 contained a communication from me respecting a wealthy farmer of Stratton having successfully pleaded his own illegitimacy as exempting him from liability to support his aged mother, then in the workhouse. The attention of the Treasury was directed by Mr. Morrison, M.P., to that part of the paragraph in which it was hinted that the defendant, William May, inherited his uncle's property, paying legacy duty as a nephew and not as a stranger in blood, which he would be if not legitimate. The Treasury's inquiry has resulted in a demand being made on May for the difference between the 3 per cent. he paid as nephew and the 10 per cent. he ought to have paid as a stranger; and they demand also compound interest on the arrears from 1856, when the uncle died, to the present date. This action of the Treasury, unlike most of the financial doings of the department, has caused great gratification in the neighbourhood.

SHIPPING ITEMS.

The s.p. Kurrachee, 346 tons, Captain R. Henderson, sailed yesterday with a general cargo.

The schooner Mahi, 110 tons, Nacoda, will sail to-day for Cochin and Colombo with a general cargo.

The barque Pembrokeshire, 721 tons, Captain Wilkinson, will sail to-day for Madras with a general cargo.

The barque Ville de Temple, 487 tons, Captain G. Stepson, will sail to-day for Calcutta with a cargo of 14,120 Indian maunds salt and sundries.

The s.s. Pehlwan, 51 tons, Captain T. S. Gueizelar, arrived in harbour yesterday from Coast and Goa (April 2nd) with one hundred deck passengers from different ports.

The s.s. Pelox, 141 tons, Captain G. J. Baker, arrived in harbour yesterday from Coast and Carwar (April 2nd) with a general cargo and one hundred and six deck passengers from different ports.

The ship Royal Alexandra, 1,883 tons, Captain T. Browning, will sail to-day for Liverpool with a cargo of 7,179 bales cotton, 221 bales wool, 906 cwts linseed, 2,772½ cwts galls, 462 cwts hemp, and sundries.

The P. and O. Co.'s s.s. Baroda, 1,232 tons, Captain Reynoldson, will sail to-day for Australia with a general cargo and the following passengers:—For Sydney—Mr. J. Gilmore, Mr. E. Young, and Mrs. Ritchie. For Melbourne—Mr. and Mrs. Powell, Mr. Healy, Mr. Thompson, and Mr. Cresswell.

The following passengers sailed from Madras on the 1st instant, on board the s.s. China:—To Southampton—Mr. and Mrs. Roberts and 2 infants, and Lt. Shepherd. For Melbourne—Dr. and Mrs. Gibbs. For Sydney—Mr. H. A. Merwether. For Yokohama—Mr. Thos. Boner.

The P. and O. Co.'s s.s. Golconda, 1,253 tons, Captain A. Coleman, arrived in harbour on the 3rd instant from England with the English mail, passengers, and the following cargo:—610 packages merchandise, 58 packages E. teeth, 5 packages myrrh, 2 boxes cowries, 11 boxes specie, 309 packages piece-goods, 15 packages yarn, 8 cases umbrellas, 1 package feathers, 1 case carpets, 8 cases wax, 32 packages coffee, 1 case jewellery, 2 cases specie and pearls, 2 cases sovereigns, and many other packages for transhipment for different ports.

STATE OF THE TIDE AT BOMBAY.

High Water.			April.	Low Water.	
Time.	Height.			Time.	Height.
H. M.	Ft. In.			H. M.	Ft. In.
4 0 m	0 10			10 46 m	3 2
6 17 a	2 6	Saturday 5		.....	.....
5 34 m	0 5			6 24 m	0 1
7 38 a	2 7	Sunday 6		11 35 a	2 8
7 29 m	0 8			2 4 m	0 8
8 41 a	3 1	Monday..... 7		1 33 a	2 7
8 51 m	1 6			3 10 m	1 8
9 30 a	3 8	Tuesday..... 8		2 22 a	3 3
9 44 m	2 6			3 52 m	2 9
10 5 a	4 3	Wednesday ... 9		3 44 a	3 6
10 22 m	3 6			4 20 m	3 11
10 34 a	4 10	Thursday 10		4 24 a	4 0
10 55 m	4 6			4 47 m	5 0
10 50 a	5 2	Friday 11		4 57 a	4 5

HIGH COURT.—5th April.

[Before the Hon. Mr. Justice Bayley.]

LONG CAUSES.

258-72—Jefferson and Payne—Navibai, widow v Nursoo Dhurmsjee—No appearance.
259-72—Shamrao—Ruckmabai, widow v Sudanund Muccoondjee—Khunderao.
260-72—Craigie, Lynch and Owen—Ebrahim bin Rujub v Hurnath Rupajee—Jefferson and Payne.
262-72—Leathes, Crawford and Bosevey—Inderjee Mohunsey v Thacker Parmanundas M.—Jefferson and Payne.
268-72—Jefferson and Payne—Mahomed Megbjee v Patell Vizbhoocundas and another—Garud.
269-72—Macfarlane and Skipsey—Maneckram Harnarayen and another v Jetha Vuria—Manisty and Fletcher.
296-72—Manisty and Fletcher—Jetha Vuria v Harnarayen M and another—Macfarlane and Skipsey.
298-72—Dallas and Lynch—Sorabjee Rustomjee v Mancockram Nanabhoy—Tyabjee.
299-72—Khunderao—Raghoonath Ganesh v Burjorjee Cooverjee—Hope.
300-72—Shamrao—Oomersey Kuna v Bhimjee Jairam—Tyabjee.
301-72—Craigie, Lynch and Owen—Purshotum Morarjee v Bhimjee Purshotum—Janardhun.

[Before the Hon. Mr. Justice Green.]

ECCLESIASTICAL SIDE.

In the goods of Nanabhoy Sorabjee Mistry, deceased,—A Framjee—Avabai, widow v Pestonjee Nanabhoy—Munshi.

LONG CAUSES.

306-72—Macfarlane and Skipsey—Hanifabaee alias Ayemabai v Mocla Nutha and others—Tyabjee.
307-72—Chalk and Turner—Ruttonbai and another v Soonabai, widow, and others—Dallas and Lynch.
308 72—Craigie, Lynch and Owen—Charles Henry Taylor v Keshavjee Wagjee—Shamrao.
311-72—Hope—Edward John Britton v Eliza LeMere Britton—Jefferson and Payne, and Chalk and Turner.
314-72—Dr Dallas—Ramabai, widow v Damodur Moroba—Precot and Winter.
318-72—Hearn, Cleveland and Peile—Jesus Paulo Pereira v Culmet Mathews de Souza—Dr. Dallas.
319-72—Craigie, Lynch and Owen—Culliandas Kirparam v The Justices of the Peace, &c.—Leathes and Crawford.
321-72—Hope—Muncherjee Eduljee v Hoosein Noor Mahomed and another—Tyabjee.

[Before the Hon. Sir Charles Sargent.]

LONG CAUSES.

745-72—Jefferson and Payne—Casi Bapoo Naiquin v Bapoo Sajoe Naiquin—Craigie, Lynch and Owen.
16-72—Craigie, Lynch & Owen—Bapoo Sajoo v. Casi Naiquin—Jefferson & Payne.
23-72—Jefferson and Payne—Eduljee Burjorjee v. Pallonjee Jamsetjee—Craigie, Lynch and Owen.
26-72—J. Gopall—Ananta Balaraw v. Raghoba Crustnajee and another—Tyabjee.
31-72—Dr. Dallas (for pauper)—Nunnoo Meya bin, &c v. Motiram Sobhagram—No appearance.
32-72—Dr. Dallas (for pauper)—Chotoo Meya Mahomed, &c., v. Motiram Sobhagram—No appearance.
35-72—Macfarlane and Skipsey—Hajee Esmail Hajee, &c., v. Hajee Moosa Sajun and others—Shapurjee & Thakurdas.
198-72—Macfarlane and Skipsey—Framjee Furdoonjee Kolah v Dadabhoy Dossabhoy—Jefferson and Payne.

RELIGIOUS SERVICES.

SIXTH SUNDAY IN LENT.—6th April.

ST. THOMAS' CATHEDRAL.

7-30 A.M.—1st celebration of Holy Communion.
11 A.M.—Morning Prayer and Sermon, with 2nd celebration of Holy Communion. Hymns 87 and 345, part II.
4-45 P.M.—Catechising.
5-30 P.M.—Litany.
6 P.M.—Evening Prayer and Sermon.
Hymns 328 and 342.
Anthem—"O Lord, my God."
The offertories will be devoted as usual.

HOLY-WEEK.

The Holy Communion will be celebrated at 7-30 A.M. except on Good Friday, when the Service well be at 11 A.M. and 6 P.M.

CHRIST CHURCH, BYCULLA.

11 A.M.—Morning Prayer, and Sermon. Hymns 87 and 181.
11-35 A.M.—Holy Communion.
6 P.M.—Evening Prayer and Sermon. Hymns 101, 139 and 15.

HOLY TRINITY CHURCH, SONAPORE.

11 A.M.—Morning Prayer and Holy Communion with Sermon. Hymns 87 and 96.
6 P.M.—Evening Prayer and Sermon. Hymns 83, 86, and 221 (For those at Sea.)
The offertory as usual.

WEDNESDAY BEFORE EASTER, 9TH APRIL.

6 P.M.—Evening Prayer and Sermon.

GOOD FRIDAY, 11TH APRIL.

11 A.M.—Morning Prayer, Ante-Communion, and Sermon. Hymns 99 and 101.
6 P.M.—Evening Prayer and Sermon. Hymns 98, 100, and 103.
The Church will be open between the Services for all who seek retirement for Prayer and Meditation.

ST. PAUL'S CHURCH, KAMATEEPOORA.

7-30 A.M.—Litany, Holy Communion and Sermon in Hindustani.
9 A.M. and 3 P.M.—Tamil Services.
4 P.M.—Evening Prayer, Marathi.
6 P.M.—Evening Prayer and Sermon in English. Hymns 87, 139 and 275.

ST. ANDREW'S CHURCH, APOLLO STREET, FORT.

[CHURCH OF SCOTLAND.]

11 A.M.—Morning Service.
Psalm 84, (Tune St. Peter—No. 155.)
Para 30, (Tune, Evan—No. 91.)
Hymn 59, (Tune, St. Cuthbert—No. 318.)
6 P.M.—Evening Service.
Psalm 121, (Tune, French—No. 121.)
Para 34, (Tune, Salzbourg—No. 169.)
Hymn 81, (Tune, Elliot—No. 366.)
Anthem—Nunc Dimittis in C., page 153.

FREE CHURCH, ESPLANADE.

11 A.M.—Morning Service. Psalm 29. Hymns 216 and 381.
6 P.M.—Evening Service. Psalm 43. Hymns 360 and 83.

BAPTIST CHAPEL, BELLASIS ROAD, BYCULLA.

7 A.M. and 6 P.M.

INDIAN ITEMS.

Owing to the disturbed condition of the district, the Lieutenant-Governor of the Punjab has, we hear, decided not to visit Derbund in the Tannoulie Khan's territory.

We hear that Mr. William Jones, from the Alipore Jail Press, will most probably be the successor of Mr. Cutter at the Government Central Press. We should have thought that Mr. Deane, at present Deputy Superintendent to Mr. Cutter, would have been the most eligible candidate, from his intimate acquaintance with the working of the office.—*Englishman.*

The Calicut Murder.—The High Court at Madras have confirmed the sentence of death passed by the Civil and Session Judge of Calicut on the East Indian lad Romaine Rodrigues, for the murder of his cousin Miss Wilhelmina Rodrigues, at Calicut, in the month of January last. The order was sent two days ago to the Session Judge, and the unfortunate young man will, we believe, suffer the last penalty of the law one week from the receipt by the Judge of the order.—*Madras Athenæum.*

Hill Country Survey between Chittagong and Cachar.—The mysterious bit of hill-country lying between the Chittagong and Cachar Districts has at last been penetrated. The survey party under Captain Badgley and Mr. A. W. Power (the Political Agent in Hill Tipperah), after working down the Jampai and Hachik Ranges from Sylhet to Grithay (where the Deputy Commissioner of the Chittagong Hills had stored a depot of provisions for their use), turned north again, and succeeded, about the 20th ultimo, in making Bipari Bazar. They are now fairly back in Cachar, after accomplishing the survey of the country to the west and south of Peak Z. They met with no active opposition from the Lushais, but were not allowed to enter any of their villages. All the party were in good health, but foot-sore from bad roads and hill-travel, which had been rendered more difficult than usual by heavy rain.

The Napier Foundry and the Gun-powder Factory, Madras.—The Quarter Master General has written to Government, stating that His Excellency the Commander-in-Chief is of opinion that it would have been better, in the first instance, not to have permitted the establishment of the Napier Foundry on its present site. As, however, it exists, Sir F. P. Haines does not consider its removal necessary. It is upwards of 600 yards from the gun-powder factory and from the magazine, a canal cuts it off from both, and there is no inflammable material on the intermediate ground, which is open and covered with pools of water. The existing conditions are not such as would lead to probability of danger from fire used in the foundry. The railway embankment is much nearer to both the factory and the magazine, and there is more to be apprehended from sparks from the engines running on the line than from the Napier Foundry. The Governor in Council has expressed his concurrence in the view taken by the Commander-in-Chief.

Murder and Attempt to commit Suicide at Madras.—At about 9 o'clock yesterday morning, a woman named Amnee Umm all tied up a child of her's, a boy aged 18 months, in her cloth, and jumped into a well. Her act was noticed, and, an alarm being given, she was taken out of the water. She was saved but the child died. It appears that the woman who thus killed her child and attempted to destroy herself, was in the habit of quarrelling with her husband's daughter-in-law who lived in the same house with her, and yesterday morning a quarrel took place between them. The woman afterwards went to the bazaar and took two of her children, a daughter aged 7 years and the little boy who was murdered with her. While returning home, she threw her daughter into a cistern which happened to be dry. The little girl ran away and hid herself, and then saw her mother tie the little boy in her cloth and jump into a well. The girl went home at once and reported the circumstance, and the woman was taken out of the water and was attended to. She was then conveyed to the Penitentiary Hospital, where she now is in the custody of the police. The Acting Coroner held an inquest this morning on the body of the child, and the jury returned a verdict to the effect that the cause of death was drowning under such circumstances that the act of Amnee Ummall was culpable homicide amounting to murder. —*Madras Times*, April 2.

DISCONTINUANCE OF THE MADRAS FUND HOUSE TAX.

The Madras Government has passed the following resolution, dated March 28, 1873:—

The serious attention of the Governor in Council has been drawn to the action taken by the Local Fund Boards in regard to the formation of educational unions and the concurrent imposition of the house-tax over wide areas of country, and to the manner in which these measures have been received by the people. The Madras Act IV. of 1871, Section 36, provides that this tax shall not be imposed except where a school supported by a Government grant-in-aid already exists, or where the people are prepared, or the Government shall determine, to establish a school qualified to claim such a grant. The law also requires that the sanction of Government shall be obtained before any tax under it is levied; but it appears that in some instances, and notably in the Godavery District, unions have been formed, and expenditure for schools incurred before the sanction of Government had been even sought. The Government admit that the instructions for the administration of the Local Fund system were calculated to stimulate action in this respect, but they were not prepared to find that schemes, so immature as some of those which have been submitted to them, were to be advocated for immediate adoption. From reports, however, which have reached them, the Government see much reason to fear that this attempt to provide for elementary education by means of widespread and novel taxation has encountered extreme and exceptional hostility on the part of the people, and it has appeared to His Excellency in Council to be a question for serious consideration whether the attempt ought, under all the circumstances of the case, to be continued. After a full and anxious consideration of this question, the Governor in Council has resolved that the imposition of the house-tax shall not proceed any further at present, and that where the tax has been imposed it shall cease with the end of the financial year 1872-73. All Presidents of Local Fund Boards are directed forthwith to give effect to this resolution. So far as can be judged from the information available, the effect of this order will be to leave charges for *sanctioned* union schools unprovided for to an aggregate amount of Rs. 1,10,000 for the year 1873-74; and in order to obviate the necessity for the sudden closing of the schools, the Governor in Council resolves to make a special grant from Provincial Funds to the circles concerned, to supply the deficiency for the coming year which may remain after applying to the purpose any unallotted balance of the General Fund of the circle concerned. The adjustment will be made in disposing of the Budget estimates of the circles in question in the Government Office. Proposals in the Local Fund Budgets for 1873-74, for the establishment of schools *not* hitherto sanctioned, will be left for re-consideration by the Local Fund Boards concerned. From and after 1873-74 these schools will have to be maintained from the General Local Fund, and it remains to be explained how the Government contemplate this being done, as well as the further development of elementary education being promoted from the same source. The Government observe that, including the one-third landcess, the General Local Fund may be estimated to amount at present, in all the districts together, to about 14¼ lakhs, out of which about 5½ lakhs are now allotted as an additional contribution to the "Road Fund" sub-head of account (derived mainly from the two-thirds land-cess and from the proceeds of tolls), and a further sum of three-quarters of a lakh is given as a contribution towards the pay of the Deputy Inspectors of Schools and their establishments, and to the cost of the Normal Schools in the districts. The Governor in Council resolves to direct that, commencing with 1874-75, no contribution shall hereafter be made from the one-third land-cess to the Road Fund until all the requirements of the other purposes to which the General Fund may by law be applied shall have been fully met, and he further resolves that the Local Funds shall, from the same date, be relieved from the contribution hitherto required of them for cost of the Deputy Inspectors, &c., and the Norman Schools, which charges will be resumed by Government *in toto* as a Provincial charge in and from 1874-75. By this arrangement a further sum of 6½ lakhs of rupees will from that date be made available for employment by Local Boards in connexion with elementary education in addition to the sum of about 2 lakhs already so employed out of the General Fund, and the Government have reason to believe that for the present this will suffice to allow of the schemes that have been matured being carried out. The Governor in Council trust that hereafter means may be found for affording far more extended encouragement to elementary education from State funds than has hitherto been given, and thus a more near approach may be made to the policy laid down by the Home Government and the Government of India that State expenditure on education should be mainly in the direction of helping those who most need help. The discontinuance of the contribution from the General Fund to the Road Fund from the beginning of the financial year 1874-75 must have a serious effect upon the capabilities of the latter to perform the work that is cast upon it, and the first step towards economy must be made by reduced expenditure on new works. The Government cannot but regret the necessity for such a reduction, but they believe it to be a lesser evil than the general impression of a house-tax, or the continued absence of anything like effectual provision for elementary instruction.

EXTRACTS FROM THE ENGLISH PAPERS.

(*Pall Mall Budget*, March 14.)

The trial of the persons connected with the great Trans-Continental Memphis Pacific swindle continues. The books of the Company have revealed the following facts:—That Paradis and Crampon found people to subscribe to the amount of 20,650,000f: that 2,750,000f. were spent in matériel for the projected railway, that when the books were seized there remained in the cash-box 2,040,000f., that consequently 15,850,000f. were misappropriated. The last-named sum was thus disposed of—637,000f. were spent in puffing the affair, 5,450,000f. were pocketed by the promoters, 6,460,000f. were sent to New York, where, according to the expert before the court, General Fremont and his friends received 3,500,000f. It is not very clear how the affair got quoted on the Bourse. M. Roland Gosselin, the syndic of the stock-brokers, showed to the Court that the affair was laid before him in such a manner that he could not refuse it. Some explanations given by the Secretary-General of the Stock Exchange were by no means satisfactory, and it is evident that some one connected with the *Official Journal* is to blame. It also came out in the course of the trial that two of the persons most deeply engaged in the affair some years ago did all they could to bring a sound concern into discredit, and they actually persuaded M Pouyer-Quertier to speak in the Corps Legislatif against any subsidy being accorded to the Transatlantic Company, which soon afterwards commenced running steamers from Havre to New York.

A telegram to the *Daily News* says that the German papers ridicule and criticise sharply President Grant's Message. Some of them inquire whether monarchical States ought any longer to keep up diplomatic relations with a Power which thus insults them.

The news by the Royal Mail steamer Africa, which arrived in the Mersey on Sunday, is that the Ashantees are threatening war against England. They do not admit the right of the Dutch Government to transfer Elmina to the British, and claim it as their own.

Advices from St. Petersburg received at Berlin state that the total number of Russian troops who will proceed against Khiva does not exceed from 10,000 to 12,000 men. Generals Variofkan and Markozoff are mentioned as the sub-commanders of the expedition under General Kaufmann. The march of the troops upon Khiva will be concentric. The Prussian correspondent of the *Times* telegraphs:—With the view, it is supposed, of keeping them neutral during the Khiva campaign, the Russian Government has ceded the territory of Baskantschak to the Kirghese of the Inner Horde. As this nomad horde wanders over the region north of the Caspian, between the Volga and Ural Rivers, on what is considered European soil, the action of the Russian Government shows the extent of excitement prevailing among the Turco-Tartar tribes.

A military correspondent at Vienna, writing to the *Eastern Budget* on the 8th inst., says that "military men there take even more interest in the Khiva expedition than they seem to do in England. There is a very general conviction that this campaign is one of extraordinary political importance, and that if the Russians are victorious they will obtain a great accession of power and influence in Central Asia. On the 7th inst. a lecture on this subject was delivered in the Scientific Military Society by Lieutenant-Colonel Kukuly, of the general staff. The lecturer held that the occupation of Khiva was absolutely necessary to Russia, both for the agricultural development of her territories in Central Asia and for the consolidation of her military position in that region. He thinks that the conquest of this country will not be so easy a matter as is generally supposed, but he believes that the Russians will be victorious in the end."

A *Daily News* correspondent in St. Petersburg says that most people in Russia treat the Central Asian question with tranquil indifference. They are confident in their country's greatness and do not care what is done in remote deserts which they never hope to visit. Within a limited circle, however, the question is well sifted and keenly watched. Two of the Moscow papers, which are supposed to represent the opinion prevailing in that circle rather than to be directly inspired by the Government, maintain that, as a boundary line is to be drawn in Central Asia, Russia should advance to it with all speed. The semi-official *Golos* says that Russia will be shortly compelled by force of circumstances to annex Afghan Turkestan, and to extend her frontiers to the Khorassan Hills in the west and the Bolor Plateau in the east. The official *Invalide* calls Colonel Yule's introduction to "Wood's Journey" by far the best existing account of the Upper Oxus country.

A St. Petersburg telegram says that the statement of several journals that Prince Gortschakoff was about to retire on account of advanced age is unfounded. Still the anticipation expressed by certain English journals that Count Schouvaloff would succeed him should any change be made is probable. According to another telegram, a special messenger has arrived at St. Petersburg with despatches from the British Government. The political relations between the two Powers (the telegram adds) are very friendly.

Additional correspondence respecting Central Asia was laid before Parliament on Tuesday. There are 109 despatches in the collection, most of which are of an earlier date than those already published. Commencing with one from the Earl of Clarendon to Sir A. Buchanan, dated March 27, 1869, they exhibit the course of the negotiations between the two Governments from that time, and are supplemented by others belonging to the present year. Among the latter is a despatch from Earl Granville to Lord A. Loftus, dated the 29th of January 1873, referring to the denial of the Persian Minister that a secret treaty was in existence between Russia and Persia. The Minister, in conversation with Lord Granville, said he had sent that denial to the newspapers after obtaining the authorization of the Grand Vizier by telegraph. He was sure that his Government was well acquainted with the facts, but had thought it right to put an end to suppositions which mislead public opinion. He had since heard it said that there was a firman from the Shah giving the Russians possession of some Persian territory on the Attrek. "This was equally false. There was no such firman; and, indeed, the territory described did not belong to Persia." The Minister added, in reply to a question from Lord Granville, that he had no knowledge of the Russians having taken possession in any way of the valley of the Attrek. A letter dated January 10, 1873, is also given from the Governor-General of India, acknowledging the receipt of despatches from the Duke of Argyll respecting the boundary proposed between Bokhara and Afghanistan, and stating that it was in entire accordance with the views of the Viceroy's Government.

A large central committee is being formed in London, with branches in all the principal provincial towns, for the purpose of pressing the Government to accept Mr. Plimsoll's Bill to prevent the overloading of vessels, and the sending of unseaworthy vessels to sea. The first of a series of meetings in support of the bill will be held in Exeter Hall on Saturday, the 22nd inst., at which Lord Shaftesbury will preside; Mr. Plimsoll will be one of the speakers. The Glasgow underwriters, at a special meeting, have expressed their approval of Mr. Plimsoll's efforts.

The University of Aberdeen has conferred on Captain Duncan, Royal Artillery, the Degree of LL D., in recognition of his literary labours in connection with the production of the "History of the Royal Artillery."

The reward for Mr. Lizardi's apprehension has also been increased from £200 to £450. Inquiries which have been instituted have, it is said, resulted in the discovery of other and more serious offences to be charged against him.

(*Vanity Fair.*)

It is rumoured that Lord Derby is seriously indisposed. His lordship is at Nice for the Parliamentary sessions.

A considerable number of Marylebone electors are desirous that Mr. Edwin James should be a candidate at the general election.

A concession has been granted by the Russian Government for a direct railway communication between European Russia and Siberia. It has been jobbed to a well-known official, and is still in the market.

It is understood that Canada has claimed a right to be represented in both Houses of Parliament in England; and that several of our other colonies are about to demand a fixed number of seats in the British Legislature.

According to the latest news from Turkestan, telegraphed from Berlin to the *Times*, the Khivese flying columns were still plundering the Russian Kirghese towards the end of January. Hostile bands were swarming in the district of Rashkratinsk, north of Lake Aral, every now and then extending their raids, to the neighbourhood of the military road from Orenburg to Turkestan.

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